

Hongkong Daily Press.

ESTABLISHED 1857.

F.O.S.
VERY OLD LIQUEUR
SCOTCH WHISKY.
Per Doz. \$15.00
H. PRICE & CO.
12, QUEEN'S ROAD.

No. 13,664 號牌十陸百陸千叁萬壹第 日十式月壹十年柒十二緒光 HONGKONG, MONDAY, DECEMBER 30TH, 1901. 壹拜禮 號十叁月式十年壹零百九千壹英港香 PRICE, \$21 PER MONTH

CHAMPAGNE
JULES MUMM
PER CASE. PINTS, \$50; QUARTS, \$48

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century
Apply to CHAS. ANDERSON,
Hongkong, 12, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine Old Highland Whisky,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER & CO.'S

PRICES \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.
Buses cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1901.

**VICTORIA
CYCLE
EMPORIUM.**

THE pleasure of cycling consists in having
a first class machine, and the above Estab-
lishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOL" CYCLES,
and we also supply fittings of every description.
Repairs can be had in second hand. Machines
Repairs executed with promptitude and skill.
Exchanging a specialty.

McKIRDY & CO.
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
\$5.50 per Cask of 37.5 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901.

CARTRIDGES.

NOBEL'S SPORTING BALLISTINE.
Absolutely Smokeless and Water-resisting
The Best Nitro-powder in the World.
PRICES OF 12-NORE CARTRIDGES—
Loaded with With Powder
Powder only, and 1 oz. of Shot.
Primrose Cases . . . \$5.65
Pegamoid Cases . . . 8.25
Ejector Cases . . . 8.90
5 per cent. discount on orders of 1,000 and over.
Apply to
Wm. SCHMIDT & CO.
Gunmakers,
Hongkong.

Hongkong, 27th July, 1897.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

The following are some of their Stocks with the underlined:—

SUPERB OLD COGNAC. C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL."

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

TO BE OBTAINED IN KILDERKINS FROM

CALDBECK, MACGREGOR & CO.

15, Queen's Road, WINE AND SPIRIT MERCHANTS.
Hongkong, 23rd December, 1901.

THE VICTORIA DISPENSARY

DAKIN'S ANISEED & LICORICE COUGH BALSAM.

For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS,
COLDS, HOARSENESS, and SORENESS OF THE CHEST.
Price 50 Cents and \$1.

CRUIKSHANK'S COUGH BALSAM.

A VALUABLE REMEDY FOR INFLUENZA, COLDS, BRONCHITIS, ASTHMA, and all Diseases of
the CHEST and LUNGS. Price \$1 per bottle.

VICTORIA DISPENSARY

QUEEN'S ROAD.

PHOTO-PLATES, PAPERS

GRAPHIC AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

EGYPTIAN CIGARETTES

OF THE CHOICEST DESCRIPTION.

MANUFACTURED BY

D. G. GEORGACAPULO, CAIRO.

AND AS USED IN ALL THE PRINCIPAL MILITARY MESSES IN EGYPT.

PRICES:—

"CLEOPATRAS" Per 100 \$2.00

"CORK TIPPED" Per 100 \$2.50

"AMEN-RA" Per 100, FINEST QUALITY \$3.00

LANE, CRAWFORD & CO.

SOLE AGENTS.

"ORANGEA"

(GLACIALE)

FOR

YOUR

NERVES

BUILDS UP THE TISSUES.

PROPRIETORS:—

THE CROWN DISTILLERIES COMPANY,

SOLE AGENTS:—

WATKINS, LIMITED.

88, QUEEN'S ROAD CENTRAL.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

TOYS! TOYS!! TOYS!!!

AN IMMENSE VARIETY.

SWEETS!

THE VERY BEST ENGLISH, FRENCH AND AMERICAN CONFECTIONERY.
SPLENDID ASSORTMENT OF FANCY BOXES OF CHOCOLATES AND
BONBONS.

FIGS! ALMONDS! RAISINS! NUTS!

CHEESES:—GORGONZOLA, GRUYERE, YOUNG AMERICAN, ROQUEFORT,
IMPERIAL, McLABENS' IN JARS, CAMEMBERT CREAM,
NEUCHÂTEL CREAM.

G. GIRAUT, 6, QUEEN'S ROAD.

COTTAM & CO. HONGKONG HOTEL.

NEW STOCK.

RIDING LEGGINGS, PUTTIES,

DENT'S RIDING and WALKING GLOVES and the LATEST SHAPES in
TRESS & CO'S GOLF CAPS.

W. BREWER & CO.

23 & 25, QUEEN'S ROAD.

NEW BOOKS AND NEW EDITIONS.

The Old, Old Fairy Tale \$1.50

Chambers' 20th Century Dictionary 2.25

Graphic Series: From History, of the 1.00

Sea; of Kings; of Soldiers each 2.25

Bits of Blarney, by Bally Hooley 2.25

White Hat, by Finch Mason 2.25

John Chinaman, by Parker 5.75

Mr. Thomas Atkins, by Rev. Hardy 3.50

NEW STOCKS.

LADIES' BOOTS and SHOES

(French and English).

GENTLEMEN'S BOOTS and SHOES,

BLACK BROWN and

PATENT LEATHER.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.
PLANS, SPECIFICATIONS and TENDERS.

CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS.

KELLY & WALSH, LD.

NEW AND RECENT BOOKS.

THE ETERNAL CITY, by HALL

CAINE \$1.50

Light Feathers, by W. W. Jacobs 1.50

Kim, by Rudyard Kipling 1.50

Hannibal, by Stanley Weyman 1.50

THE OLD KNOWLEDGE, by Stephen

Gwynn 1.50

A MODERN ANTHUS, by Author of An

Englishwoman's Love Letters 1.50

WHAT'S WHAT: A UNIVERSAL ENCYCLOPEDIA, by H. Quiller

CLOPPARD, by H. Quiller 4.00

BEHIND THE SCENES IN THE TRANS-
VAAL, by D. M. Wilson 2.50

DIET IN RELATION TO AGE AND ACTI-
VITY, with HINTS CONDUCTIVE TO
LONGEVITY, by Sir H. Thompson 2.50

SELECTIONS FROM THE WRITINGS OF
J. A. FROUDE, Edited by P. S. Allen 2.50

THE RUBAIYAT OF OMAR KHAYYAM 1.90

THE ART OF CONVERSING, OR DIALO-
GUES OF THE DAY 1.75

THE WAR OF THE CIVILIZATIONS,
OR THE RECORD OF A "FOREIGN
DEVIL'S" EXPERIENCES WITH THE
ALLIES IN CHINA, by Geo. Lynch; 4.00

Illustrated

H.K.V.C., 1901, CAMP SOUVENIR 1.50

**UNITED ASBESTOS ORIENTAL
AGENCY (LIMITED).**

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum and
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAUDICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent
Superintendent
THOMAS SKINNER.
ABCHRAID RITCHIE.
DODWELL & CO., LIMITED, General Managers

INSURANCE

THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825).

THE Standard is the only British Life Office
having a Local Board of Directors in
the Far East with full powers to accept pro-
posals, issue Policies, pay Surrenders, and ad-
vance loans ON THE SPOT WITHOUT RE-
FERENCE HOME. All kinds of Life
Assurance and Annuity Business transacted.
For Rates and all Particulars apply to
DODWELL & CO. LD., Agents,
Hongkong, 12th February, 1901. [1-2342]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGE MODERATE.

THE

PEAK HOTEL.

City Office: 7, Duddell Street 905

HOTEL CRAIGIEBURN.

PUNNETT'S GAP, The PEAK, near the
Tram Terminus.

Tel. 56.
For Terms, apply to the
MANAGER.

Hongkong, 2nd July, 1900. [53]

THE WAVERLEY HOTEL

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.

Very MODERATE TERMS to FAMI-
LIES by the DAY or MONTH.

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 15 Bed-
rooms, elegantly furnished.

The Hotel is situated near all the Banks and
Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Ma-
nagement.

Terms Moderate.

J. H. WAINWRIGHT,
Manager.

Hongkong, 1st December, 1899. [52]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA)

MACAO

HAS been re-opened, under the arcan-
management and most strict supervision
as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of
a few days' rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (ss. Hongkong), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOAVISTA."

For Terms, apply to
THE MANAGER.

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRATA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bedrooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" [1682]

VICTORIA HOTEL,

SHAMEN, CANTON.

INTIMATION



A. S. WATSON & CO.

LIMITED.

ESTABLISHED A.D. 1841.

SPECIALITIES

FOR THE

SEASON.

PORT & SHERRY

of the Finest Quality and Vintage.

CHAMPAGNE,

JULES MUMM & CO.,

a Wine for Connoisseurs.

WATSON'S E
SCOTCH WHISKY.

COGNAC BRANDY

Quality Guaranteed.

CIGARETTES

Imported from the best growers,
including Wines from the most
Celebrated Chateaux.

CONFECTIONERY

of the highest Class in great
variety. Imported from the
leading London and Parisian
houses.

CIGARS & CIGARETTES

and Smokers' requisites.

&c., &c., &c.

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY.

of the secret societies—the *Kalao Hui* and *Talao Hui*—to fire the temporary palace at Kaifeng during the celebration there of Her Majesty's birthday. This event gave emphasis to Yung Lu's persuasive eloquence, and he drove home his arguments with so much effect that the Court is now really en route for the old capital. At any rate reports are current in native circles that the Court will reach Peking about the middle of January next, unless YUAN SHI-KAI's advice be taken and a halt cried at Paoing-fu, pending the evacuation of Tientsin by the foreign troops.

So far it is clearly apparent that the fountain of authority in the Central Kingdom is still the Empress Dowager. It is Her Majesty who decides on the movements of the Imperial Court and Her Majesty only. The Emperor KWANG HSU, the Son of Heaven, the occupant of the Dragon Throne, the sole sovereign within the Four Seas, the absolute lord of more than three hundred millions of people, has really no say in the matter. His wishes do not seem to have even been consulted; he is merely a puppet Emperor, no more than a name. Even those officials who would fain act under his orders and by his authority alone, are compelled to seek directions and sanction from the old lady who sways the destinies of China. Even the new Grand Secretary, Yung Lu, has been obliged to defer to this usurper of power, as will be seen by the following remarks contained in a letter he recently sent to some high officials in Central China, in which he exhorted them to "keep up their hearts, as he was using all his best endeavours and influence with the Empress Dowager to persuade her to listen to his advice and return to Peking, and that he would guarantee that their Majesties would leave Kaifeng for Peking on the date fixed." That there are other and less beneficial influences than those of Yung Lu at work at the Chinese Court is unhappily the fact. The harem influences are there, and they are both pernicious and corrupt. LI LIEN-YING, the favourite eunuch of the Empress Dowager, has Her Majesty's ear, and is always ready to instil poison into it if it suits him to do so. He uses his influence almost entirely for the gratification of his greed and the furtherance of his own ends. The Kaifeng correspondent of a Shanghai native paper shows how cleverly this knave worked the movements of the Court for his own profit. When the Court journeyed from Hsian-fu to Kaifeng there were frequent complaints made as to the arrangements entered into for Her Majesty's comfort. Soon, however, as they arrived at the Honan frontier, all difficulties at once vanished, and no complaints were made. The correspondent accounts for this by saying that the Governor and Treasurer of Honan took the bull by the horns, by filling LI LIEN-YING's pockets first and then arranging for the comfort of Her Majesty the Empress Dowager, while the authorities of Shensi haggled with the eunuch and cut down his demands. The Chihli mandarins, profiting by the experience of other provincial officials, went one better than their confederates of Honan and gave LI LIEN-YING all he asked and a trifle over for luck. This is to smooth the way for the journey of the Court through that province to Peking. Nothing can be done in China without bribery, and the nearer approach is made to the centre of Government the greater grow the greed and extortion of officials. With such advisers and such harpies dominating the Court, it cannot be a source of much wonder that corruption should be rampant, or that the Government should be rotten and untrustworthy to an extent unknown in Western countries. The Chinese Government has been through the furnace of adversity, but it is to be feared, has emerged little the better for the experience.

The German mail of the 27th ult. was delivered in London on the 27th inst.

The French cruiser *Chasseloup-Laubat* arrived on Saturday morning from Nagasaki.

A revised table of rates of postage, taking effect from the 1st prox., is published in the *Gazette*.

On Saturday night the British warships in the Harbour engaged in search-light practice, and for about an hour there was a most brilliant display, which attracted thousands of Chinese to the Praya.

The change of colour which some of the British men-of-war in the Harbour have been undergoing of late has caused no little comment in the Colony. It appears that Admiral Sir Cyphus Bridge has received a commission to make extensive experiments as to the most suitable external paint for war vessels.

The statement of stamp revenue for the months of November 1900 and 1901 shows a decrease in the latter month of \$3,803.99. The item Conveyance or Assignment fell by no less than \$5,254, while Adhesive Stamps declined by \$1,114.88. The principal increases were exhibited by Bill of Exchange and Promissory Note, \$1,125.78, and Probate or Letters of Administration, \$1,009.63.

A. S. John's Cathedral Choir team will play two Association football matches v. teams of the H.K.F.C., on the 6th and 13th instants.

A Tokyo contemporary learns that Russia intends to despatch a further force of 12,000 soldiers to Port Arthur by the end of February next.

As was feared would happen, Mr. W. N. Pethick, formerly private secretary to the late Li Hung-chang, has succumbed to his illness. He died in Tientsin on the 20th inst.

His Excellency the Governor has approved of the appointment of Inspector R. G. McEwen to the position of Inspector of Markets under the Sanitary Board.

H.M.S. river gunboat *Teal* has been launched at Shanghai. She was first put together in England, being built in water-tight sections and then taken to pieces and shipped out to the Far East in company with the *Maarten*, just put together here. The *Teal* steams 13 knots.

The following will represent the Hongkong Hockey Club in a match v. H.M.S. *Endymion* to-day, commencing at 4.30 p.m.:—Forwards—J. Hooper, Capt. Dykes, P. A. Cox, Capt. Chapman, and A. C. J. Stevens; halves—C. P. Chatter, T. Ennor, and H. W. Slade; backs—F. H. Yeats and G. Edmondson; goal—A. N. Othier.

The resignations by Messrs. M. W. Slade and J. Messop of their commissions as captain in the Field Battery and Lieutenant in the Volunteer Corps have been accepted by H. E. the Governor, who has also approved of the former's provisional attachment as Captain to the Reserve of the Corps.

We have received from the Victoria Dispensary, Queen's Road, a pretty pictorial calendar for 1902. Messrs. E. D. Sassoon & Co., agents for the Queen Insurance Co., send examples of the calendar and blotting-book issued by them. In addition we have received from Messrs. H. P. & Co., a charming calendar; also that of the National Assurance Co. of Ireland from the agents, the East Asiatic Trading Co., and of the Scottish Union and National Insurance Co. from Messrs. Gibb, Livingston & Co., the local agents.

The *Singapore Free Press* of the 19th inst. says:—We have just been informed by the solicitors acting for Mr. Lim Loh that they have heard to-day by cablegram that the appeal from the decision of the Court of Appeal of the Straits Settlements, which reversed the judgment of the Chief Justice given in favour of the plaintiff Nai Bai in the action to recover possession of the land on which are the large block of buildings in "Raffles Place" and "Change Alley" now occupied by Kelly and Walsh, the Robinson Piano Co., and other firms, has been dismissed with costs. Mr. Lim Loh is therefore to be congratulated on the success of his defence to the action.

The members of the Hongkong Police Force gave a highly successful smoking concert on Saturday evening in the mess room of the Central Police Station. There was a large attendance, including many visitors, and there was no lack of talent. Sergeant H. G. Garrod fulfilled the duties of chairman in a manner that was appreciated by all, and he was supported on either hand by Mr. F. J. Bodeley, Acting Captain Superintendent; Mr. A. Mackie, Acting Deputy Superintendent; Inspectors Ford, Baker, and Williamson. Among the singers were Staff-Sergeant Viggers, A.O.C., Sergeant Ward, R.A.M.C., Sergeant Jardine, R.E., Sergeant Simmers, R.E., Corporal Marten, R.M.L.I., Blenheim; Private Burgess, A.O.C., Corporal Everleigh, R.E., Messrs. J. Laycock, Shepherd, Brown, Dorney, and Rutledge. The harmony was of an excellent nature and was continued till past midnight with great spirit. Sapper Long, R.E., and Band-Sergeant Cartwright, Blenheim, did good service at the piano. A very enjoyable programme was brought to a close by votes of thanks to the entertainers and to Sergeant Garrod for his conduct in the chair, and the company separated after singing "God Save the King" and "Auld Langsyne," led by Sergeant Jardine. It should be mentioned that the tasteful decoration of the hall, which was a subject of general admiration, was the work of Messrs. Fineman and Dorney.

The following belated paragraph, which comes from a reliable source, is important as showing the dangers which a passenger runs in taking a sampan across the Harbour at night without first getting its number registered by the police:—On Christmas Eve an European resident in Kowloon, who had been dining out, got down to the Star Ferry wharf about one o'clock and called for a sampan. The policeman on duty there told him that he should go to Blake Pier, the recognised place from which the sampans sail after nightfall and where a police officer is always stationed to take the numbers of those craft that leave with passengers for the Kowloon side. The drier-out, however, proved obstinate and declared that he would have a sampan from where he pleased. He did so and went off accordingly. Some minutes later another sampan left the wharf, and its occupant's attention was attracted in the middle of the fairway by cries for help and the sound of some person struggling in the water. This turned out to be the gentleman who had left on the first sampan. He was hauled on board in a half-drowned condition. His story was to the effect that when in mid-channel the sampan people had set upon and overpowered him, robbed him of between \$90 and \$100 and then thrown him overboard. Being able to swim, he kept afloat until rescued by the second sampan. The number of the sampan on which he was robbed is, of course, unknown, and as the gentleman is not desirous of having his name mentioned in connection with the affair the matter will probably be allowed to drop.

The Bachelors gave a ball at Bangkok on the 14th inst.

The *London Globe*, in commenting on Sir Wilfrid Laurier's presence at the Redmond banquet at Ottawa last month, said that the presence of the patriotic statesman who organised successful contingents of loyal Canadians for active service in South Africa, with an Irishman who has publicly prayed that Heaven might bring success to the Boers, is an anomaly of a mournful type.

In the London Bankruptcy Court last month, at a meeting of the creditors of the Marquess of Queensberry, the latter attributed his insolvency to losses on company work, interest on the St. ck Exchange, and the great expenses of winding up the estate of the late Marquess. He first became aware of his position about four months ago, when he realised that he was insolvent for the time, being unable to dispose of concessions obtained by him in Siberia. The account filed showed gross liabilities £18,305, of which £12,555 is unsecured, £5,000 being returned as contingent only, and assets £15,041.

Mr. Allan MacGregor, a Scotsman, who has been in Ceylon about six months, left at the end of last month for Akyah, Borneo, to be admitted into the Buddhist priesthood. Mr. MacGregor studied the Buddhist religion prior to coming out to Ceylon. Dr. Fuhr, another European Buddhist, is expected at Colombo from Europe, also on his way to Borneo, to be ordained a priest. Dr. Fuhr was a short time ago Archaeological Commissioner in India, and published several works on that branch of the Service. He made wonderful discoveries of Buddhist relics, which were afterwards found to be more than doubtful.

It is stated officially in the Indo-China papers that the Pasteur Institute at Saigon has been placed directly under the authority of the Governor-General of Indo-China. As regards administration and expenditure it is placed in the Department of Civil Affairs. Its functions include, first, the treatment of hydrophobia after dog-bite; second, the preparation of Jennerian lymph; third, the preparation and the supply, either gratuitous or on payment, of therapeutic serums and lymph of various kinds to hospitals, to druggists, to medical practitioners, and to veterinary surgeons in Indo-China and throughout the Far East.

Straits papers announce the arrival in Singapore by the *Ville de Ciotat*, on their way to Saigon, of the members of an important French geographical mission, charged by the Minister for the Colonies with the duty of visiting and reporting upon the Far East generally. This mission is exclusively of a military character, and includes M. Vanloger de Beaupré, an officer on the General Staff, and the chief of the mission; Captain Massenet and Pén, Lieut. Roumeigro, de Batz, de Kermallon, André, Rouget, and Bellot. It is supplied with scientific apparatus and instruments of every description, and is to carry on its work for a period of about two years.

A medal has been forwarded by the Life-saving Benevolent Association of New York to H. George, petty officer, formerly of H.M.S. *Orlando*, and now of H.M.S. *Vernon*. The medal, an extremely handsome one, bears the following inscription:—"Presented to Herbert George, seaman, of British ship *Orlando*, in recognition of his bravery and humanity in swimming, at great personal risk, to the drifting junk, filled with American and British wounded, and bravely helping to save many lives, at Taku, China, June 22nd, 1900." A similar medal has been received by the mother of C. Turner, late leading seaman, of H.M.S. *Centurion*, who was with George at the time, but who was unfortunately killed a few days later at Tientsin.

The *Malay Mail* expresses some surprise at the form which the railway extension scheme seems likely to take in the Peninsula, and says:—"It would appear that the idea of connecting Pahang with the western system has been dropped, the reason assigned being that such a line would merely cut through 50 miles of desolation and have its terminus nowhere. At the same time we get a hint of future policy by the mention of an eastern railway system which may at some future time be linked up with the western system and provide the terminus which is now declared to be lacking. The projected Duff Company's control of the mineral resources of Kelantan has evidently not been lost sight of. One has been accustomed to look forward to the extension of the western line into Pahang that the present objection comes as a complete surprise.

A Tokyo telegram dated 19th December says:—"It is reported that Mr. Komura, Foreign Minister, in reference to the proposal to exchange Manchuria with Korea which was introduced by Marquis Ito and his followers, commented to the following effect: 'The only way to promote Japanese influence in Korea is to develop the trade in that country. It will be almost impossible to exercise any control over the government of the peninsula. If it could be done it would only be a temporary influence owing to the constant political changes that occur in Korea. Manchuria possesses far greater riches than Korea, and the Japanese trade with the former country has made great progress in recent years. To abandon Manchuria would have a most disastrous effect upon Japan. It would be far more beneficial to Japan to possess trading rights in Manchuria than in Korea. If Japan wants to develop her commerce in Korea there is no necessity to ask for Russian assistance, as the Japanese have already acquired the necessary rights and privileges. It would be very much against Japanese interest to countenance the Russian invasion of Manchuria.'

A water match was decided on the Shanghai race-course on the 21st inst. between Mr. Craig's *Wah ne* (Mr. W. W. Cox up) and Mr. Vaughan's *Corsair* (owner up), *Wah ne* winning easily.

The deaths are announced from London of William Bateman Hanbury, second Baron Bateman, in the 76th year of his age; and Charles William Hylton Motineux, fifth Earl of Sefton, born in 1837.

On the 30th ult. the cable steamer *Faraday* finished laying a cable between the Azores Islands and Ireland, for the Commercial Cable Company. This completes the fourth cable of that Company between the United States and England.

Four hundred and eighteen sacks of Australian London wool were being rushed across the American Continent at the end of last month to reach New York in time for the steamer, on the 1st inst. for Queenstown. This is the second instalment of Australian mail diverted from the Suez Canal route to the Trans-American pathway.

An Amsterdam despatch denies the Dutch duel story, and states that the report that the Queen's aide-de-camp, Major Van Tot, was wounded is absolutely denied by Major Van Tot's brother, who says the aide-de-camp is suffering from peritonitis. At the theatres, continues the despatch, the biograph pictures of the Queen are tumultuously cheered nightly, while those of Prince Henry are loudly hissed.

The *Matin* and other Paris papers which published extracts from the confidential reports of General Voyron with regard to testing in Peking by French missionaries stated that the latter appear to have been assisted in their spoliation of Prince Li's palace by French soldiers and sailors, whom they rewarded with cheques amounting to 50,000 francs, which General Frey subsequently forced the men to return to the missionaries.

The *Times* of the 23rd ult. publishes a long letter from Mr. Barker, Secretary of the Argonaut Club, of Toronto, urging the Stewards of the Hanley Regatta not to change their conditions concerning foreign or Colonial entries, which he describes as "fully sufficient to keep the standard of amateurism high enough to satisfy the most pessimistic." Mr. Barker declares that the American and Canadian crews go simply to row at Hanley, and for no other reason, and that, until an American crew can win, it can hardly be expected that a British crew will visit America, "an event that would do much to raise the standard of rowing in the New World."

The Chinese at San Francisco are preparing to make a vigorous fight against the re-enactment of the Geary exclusion law. A proclamation has been issued by the Chinese Six Companies requiring every Chinese in the United States to contribute the sum of \$1 at once. The fund raised is to be used in the effort to defeat exclusion. "In order to compel the payment of the assessment the proclamation states that if payment is not made within one month the amount exacted will be doubled and delinquents who fail to pay within two months will have their assessment doubled once more. Let some should still seek to evade the enforced contribution the proclamation adds that Chinese desiring to return to China will be compelled to exhibit a receipt showing that they have made payment, and in default of such receipt they will be fined \$10. The proclamation has been posted in Chinatown, San Francisco, and is to be distributed all over the States.

It is reported that at the end of last month the National Club, London, was much upset by the fact that Mr. Hall Caine had opened a Roman Catholic bazaar a little while ago in the Isle of Man. In doing so he made a speech in which he announced himself as belonging to the "Big Church," the church outside the churches; saying also that of all the churches the Roman church was the church of the poor, and speaking of the Pope as "His Holiness" and "Holy Father." These were grounds of offence to certain members of the National Club, whose standing orders say it shall consist of "members who hold the doctrines of the principles of the reformed faith." The general committee at its meeting to consider whether Mr. Hall Caine, as a member, had not violated the principles supposed to be held by its members, passed a resolution denouncing Mr. Caine's conduct and requiring him to give instant notice to the rule of the standing orders which called for an explanation or resignation, or failing either for expulsion.

FOOTBALL.

NAVY & H.K. F.C.

A match under Rugby rules was played on Saturday at Happy Valley between the above teams, and the spectators were treated to one of the best displays that have been seen on the ground this season. The game was full of interest until the end and resulted in a draw—one try each. The Club try was scored by Jordan; the honour of that which stood at the credit of the Navy belonged to one of the three-quarters. On the whole, the Club forwards showed the superior form, especially in the second half, but the foot-work was bad in the scrimmages, the forwards frequently leaving the ball behind when wheeling; and the heeling out with rare exceptions was slovenly in the extreme. The Club halves were fairly good in tackling and combination, but the three-quarters, with the exception of Danby, who showed great speed at times, were poor. Smyth was suffering from a previous injury to his head. For the Navy, Gibson, forward, and the halves did well, while the three-quarters showed excellent combination of a kind not expected out here. McMurtrie, the best man on the field, played a great game both in the scrimmages and in the open, and Hallifax also put in some fine work in the open.

TELEGRAMS.

REUTERS SERVICE.

LONDON, 24th December.

MARQUIS ITO'S TOUR.

Marquis Ito has arrived in London.
Colonels Colenbrander and Steele have surprised Boer laagers in the Pietersburg district, Northern Transvaal, capturing sixty-two and thirty-two of the enemy respectively.

LONDON, 24th December.

SOUTH AFRICA—THE TAFELKOP FIGHT.

Major Damant, of Damant's Horse, was wounded in the fighting at Tafelkop, on the 20th instant, not at Beginderlyn as at first reported. Major Damant's total casualties in this action were three officers and twenty-nine men killed, five officers and thirty-five men wounded.

MARQUIS ITO IN ENGLAND.

The *Times* publishes a laudatory article on Marquis Ito, and has also a long special article recounting his career.

LATER.

THE UNITED STATES TREASURY SHIP.

Governor Shaw, of Iowa, has been appointed United States Secretary of Treasury in succession to the Hon. Lyman J. Gage, resigned.

LONDON, 26th December.

AMERICA AND THE CHINESE INDEMNITY.

The Washington correspondent of the *New York Herald* states that of the twenty-five million dollars, America's share of the Chinese indemnity, America will relieve China of eighteen million dollars, retaining only the balance as the bare amount of her extra expenditure in connection with the expedition.

LONDON, 27th December.

SOUTH AFRICA—A BRITISH CAMP RUSHED.

Lord Kitchener, in a despatch from Johannesburg, states that General Buller reports that on the 14th instant Colonel Finner's camp at Twofontein was successfully rushed by a considerable force of Boers under De Wet, and that it is feared our casualties are heavy. The column consisted of four companies Yeomanry, with two guns, and was guarding the head of the block-house line from Hurrismith to Bethlehem. The Imperial Light Horse has gone in pursuit of the enemy.

LONDON, 27th December.

MARQUIS ITO'S TOUR.

Marquis Ito, accompanied by Baron Hayashi, Japanese Minister in London, was received at the Foreign Office and subsequently presented to King Edward. He lunches at the Mansion House on the 3rd January, and leaves Marseilles for Japan on the 12th January.

WIRELESS TELEGRAPHY.

Signor Marconi is erecting a transatlantic wireless telegraph station at Cape Breton Island, Nova Scotia.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE FUTILITY OF FUMIGATION IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 26th December.

Sir,—Will Dr. Clark, the Medical Officer of Health, be good enough to answer the following questions, which it was my intention to ask some weeks ago:

1. Is there a water famine in the Colony?
2. Is it a fact that many of the inhabitants have not been able to collect sufficient water for potable purposes, and is it true that certain citizens have been voicing their grievances in the local papers?
3. Such being the case, are the inhabitants of this Colony in a position to wash and cleanse, and keep their houses in a sanitary condition?
4. Under the circumstances, what is the present condition of the sewers and drains of the City?
5. Will not the foul and putrid animal and vegetable refuse, etc., in the sewers and drains produce poisonous gases and disease germs?
6. Are not gases a danger to the public health?
7. Are not such filthy and unkept sewers and drains the breeding places of plague germs and other disease germs?
8. Are not these very sewers and drains the homes and feeding-places of the plague-inoculated rats?
9. Are these sewers flushed? If not, why not?
10. Are the beneficial results of fumigation assured, under existing conditions?
11. Is it practical to destroy the germs inside the houses and leave the sewers and drains—the breeding-places—untouched?
12. Is it not a fact that these houses get re-charged with poisonous gases and disease germs immediately they are reopened?
13. Is it not a fact, if such is the case, that fumigation without a plentiful water supply and a thorough flushing of the sewers and drains is utterly useless and a waste of the taxpayers' money?—Yours, etc.

CAUSE AND EFFECT.

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

NEW ADVERTISEMENTS

TO LET.
NO. 1, DES VUEX VILLAS, PEAK,
 from 1st February.
NO. 19, BELLILIOS TERRACE, from 1st
January.
 OFFICES in Marine House, Queen's Road
 For Particulars, apply to—
TURNER & CO.
 Hongkong, 30th December, 1901. [1325]

SANITARY BOARD OFFICE,

HONGKONG.
IN View of the intimate connection between
PLAGUE and **RATS**, the Sanitary
 Board invite the attention of Householders to
 the fact that Rat-catchers supplied with the
 necessary Traps, &c., will be sent to any
 domestic building which is infested with rats
 upon application to the Medical Officer of
 Health.
 By Order.
G. A. WOODCOCK,
 Secretary, Sanitary Board,
 28th December, 1901. [1326]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
 (Taking Cargo at through rates to TSINGTAU,
 CHINKIAN and HANKOW.)
THE Steamship
"LYEEMOON,"
 Captain Th. Lohmann, will be despatched for the
 above port on THURSDAY, the 2nd January,
 1902, at 4 p.m.
 This Steamer has superior accommodation for
 First and Second Class Passengers.
 For Freight or Passage, apply to
STERNSEN & CO.,
 Agents.
 Hongkong, 28th December, 1901. [1323]

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.
FOR MANILA.
THE Company's New Steamship
"ZAFIRO,"
 Captain A. Ramsay, will be despatched for the
 above port on FRIDAY, 3rd January, 1902, at
 Noon.
 The attention of Passengers is directed to
 the excellent accommodation provided by this
 steamer. She is fitted throughout with Electric
 Light.
 For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 28th December, 1901. [1324]

THE HONGKONG WEEKLY PRESS
 is now ready and contains—
 Leading Articles—
 Anti-Dynastic Trouble in Honan.
 The Empress Dowager and her Friends.
 Piracy in the Canton Delta.
 The Cooch Question.
 Charges of Missionary Interference.
 Question for the U.S. Congress.
 The Crisis: Telegrams.
 Hongkong Legislative Council.
 Hongkong Sanitary Board.
 The Case of Amok at Tientsin.
 City Hall and Museum.
 Manila.
 Out of Doors in Borneo.
 Peking.
 Nanking.
 Northern Notes.
 Correspondence.
 High-Level Tramways Co., Limited.
 Engineers' and Shipbuilders' Hall.
 Cricket.
 Football.
 Hongkong and Port News.
 Subscription, \$12 per Annum, payable in
 advance; postage, \$2.
 Extra copies 30 cents each (cash).
 Copies can be posted from the Office to
 addresses outside Hongkong, including postage, 34 cents each,
 or \$1 for three copies (cash).
 Hongkong, 28th December, 1901. [1325]

SEND

in
 Additions and Corrections for the
HONGKONG DIRECTORY
 to morning of the 31st inst.
 Hongkong, 28th December, 1901. [1317]

LADIES' DIRECTORY.

THE Publishers would be glad to receive
 Additions and Corrections of ADDRESS
 up to morning of the 31st inst.
DAILY PRESS OFFICE.
 Hongkong, 28th December, 1901. [1318]

WANTED.

A PORTUGUESE CLERK, must be firm
 in Book-keeping.
 Salary, \$75 per month.
KRUSE & CO.
 Hongkong, 28th December, 1901. [1313]

CHRISTMAS 1901.

THE undersigned is now prepared to
 supply
CHRISTMAS CAKES
 of the best quality, weighing from 1 lb. to
 20 lbs., and also Mince Pies, Assorted Cakes,
 &c. &c.
DONABEE NOWROJEE,
 Hongkong Bakery,
 51, Des Vaux Road.
 Hongkong, 7th December, 1901. [1312]

CHEAP NEW YEAR PRESENTS.

OWING to the late arrival of our Goods
 from England for the Christmas Season,
 we beg to offer all our Stock of **CHOCOLATES**
 in Fancy Boxes, in Plain Boxes, at
COST PRICE.
 Please call and inspect.
JEEJEEBOY & CO.,
 190, Hollywood Road.
 Hongkong, 28th December, 1901. [1312]

CHEAP PASSAGE.

A FEW CHEAP PASSAGES for
EUROPEANS to **MANILA** by
 steamer sailing on or about the 29th inst., P.M.
 For Particulars, apply to
A FOOK & CO.,
 Ship's Comptroller,
 9, Pottinger Street,
 Hongkong, 28th December, 1901. [1319]

B. J. REMEDION.

FOREIGN AND COLONIAL STAMP
DEALER.
 No. 4, WEST TERRACE, HONGKONG.
 Will be glad to send STAMPS on approval
 to any address on receipt of satisfactory refer-
 ences.
 It is also prepared to purchase used Postage
 STAMPS in Large or Small Quantities for Cash.
 AGENTS WANTED.
 15 to 25 per cent. Discount Allowed. [1302]

INTIMATIONS

NEW YEAR HOLIDAYS.

IN accordance with the provisions of Ordin-
 ance No. 6 of 1875, the undermentioned
 Banks will be CLOSED for the transaction of
 Public Business on WEDNESDAY and
 THURSDAY, the 1st and 2nd January, 1902.
 For the CHARTERED BANK OF INDIA,
 AUSTRALIA AND CHINA,
T. P. COCHRANE,
 p. Manager, Hongkong.
 For the HONGKONG & SHANGHAI BANKING
 CORPORATION,
T. JACKSON,
 Chief Manager.
 For the NATIONAL BANK OF CHINA,
 LIMITED,
GEO. W. F. PLAYFAIR,
 Chief Manager.
 For the MERCHANTS BANK OF INDIA,
 LIMITED,
JOHN THURBURN,
 Manager, Hongkong.
 For the BANQUE DE L'INDO-CHINE,
 Hongkong Agency,
L. BERTHOUD,
 Acting Manager.
 For the BANK OF CHINA & JAPAN, LIMITED,
J. W. R. TAYLOR,
 Manager.
 For the YOKOHAMA SPECIE BANK, LIMITED,
TARO HODSUMI,
 Manager.
 For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
 Manager.
 For the DEUTSCHE ASIATISCHE BANK,
H. SCHOTTLAENDER,
 Acting Manager.
 Hongkong, 28th December, 1901. [1327]

NEW YEAR HOLIDAYS.

THE Undermentioned Insurance Offices
 will be CLOSED for the transaction of
 Public Business on WEDNESDAY and
 THURSDAY, the 1st and 2nd January, 1902.
JARDINE, MATHESON & CO.,
 General Agents,
 CANTON INSURANCE OFFICE, LIMITED,
 and
 General Managers,
HONGKONG FIRE INSURANCE COMPANY,
 LIMITED,
 For the UNION INSURANCE SOCIETY OF
 CANTON, LIMITED,
W. J. SAUNDERS,
 Secretary.
 For the NORTH CHINA INSURANCE CO.,
 LIMITED,
W. H. PERCIVAL,
 Agent.
 For the CHINA TRADERS' INSURANCE
 CO., LIMITED,
W. H. RAY,
 Secretary.
 For the YANGTZE INSURANCE ASSOCI-
 ATION, LIMITED,
SHEWAN, TOMES & CO.,
 Limited.
 For the CHINA FIRE INSURANCE CO.,
 LIMITED,
GEO. L. TOMLIN,
 Secretary.
 Hongkong, 28th December, 1901. [1328]

NOTICE.

A MEETING of HIS MAJESTY'S
 JUSTICES of the PEACE will be held
 at the Magistrate's Office, at 2.30 p.m., TO-MORROW
 (TUESDAY), the 1st day of December, 1901,
 for the purpose of considering the following
 application—
 From one ANTONIO FONSECA for the
 transfer of his Adjunct Licence to sell and
 retail intoxicating Liquors on the premises
 situate at No. 13, Queen's Road Central, under
 the sign of "The Connaught House" to one
JOHN H. WAINWRIGHT.
F. A. HAZELAND,
 Police Magistrate.
 Magistrate's Office,
 Hongkong, 16th December, 1901. [1320]

NOTICE.

DURING REPAIRS to one of the
 Kowloon Peninsula cannot be maintained.
 Water will, however, be TURNED ON from
 about 6 a.m. till Noon.
 It is anticipated that the repairs will be
 completed and the full supply resumed within
 a few days.
 The districts of Mong-kok-tsi and Yau-mai
 are not included in the above Notice, as they are
 supplied from a separate source.
W. CHATHAM,
 Water Authority.
 Hongkong, 14th December, 1901. [1314]

NOTICE.

FROM the 1st January, 1902, we will
 issue SPECIAL HOME RETURN
 TICKETS available for two years (from date
 of departure to date of arrival on return) for
 one and one half fare.
E. A. HEWETT,
 Superintendent,
 P. & O. S. N. Co.
 Acting Agent,
 Messageries Maritimes Cie.
MELCHERS & CO.,
 Agents,
 Norddeutscher Lloyd.
 Hongkong, 25th December, 1901. [1301]

NOTICE.

NOTICE IS HEREBY GIVEN that the
 Firm of JAMES WHITEFIELD &
 CO., known in Chinese by the name of TONG-
 CHONG, has changed hands.
 All Debtors and Creditors of the Firm are
 requested to communicate with the undersigned
 as soon as possible, in order that there may be
 a proper settlement of their accounts.
J. MACGOWAN,
 Executor of the Estate of the late
JAMES WHITEFIELD.
 Amoy, 12th December, 1901. [1318]

NOTICE.

Q U A N W A H & C O.,
 DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
 DESIGNS & PRICES on APPLICATION
 at No. 1, Queen's Road East, Hongkong.
 Hongkong, 17th October, 1899. [1304]

NOTICE OF FIRM.

WE have this day authorized Mr. NEIL
 BRODIE to act as our agent in
 HOLME, RINGER & CO.
 Nagasaki, 1st December, 1901. [1329]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions
 from the Administrator of the Estate of
 Mr. J. J. FRANCIA, K.C. (deceased), to Sell by
 Public Auction,
TO-DAY (MONDAY),
 the 30th DECEMBER, 1901, at 11 a.m., at his
 OFFICES, No. 4, Des Vaux Road,
 A Large Number of HISTORICAL,
 BIOGRAPHICAL, CLASSICAL, SCIENTI-
 FIC, RELIGIOUS, MEDICAL, EDU-
 CATIONAL, MILITARY, NAVAL,
 POLITICAL, and LEGAL, POETICAL,
 and THE DRAMA, TRAVEL and ADVEN-
 TURE, ESSAYS, REFERENCE, BOOKS
 on SOUTH AFRICA and the FAR EAST,
 MISCELLANEOUS WORKS, &c., &c.;
 Also a Number of BOOKS in the French,
 German and Spanish Languages.
 Catalogues will be issued.
 Terms—As usual.
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 24th December, 1901. [1326]

PUBLIC AUCTION.

THE Undersigned have received instructions
 to sell by Public Auction,
MONDAY,
 the 29th JANUARY, 1902, at 2.30 p.m., at their
 SALES ROOMS, No. 20, Des Vaux Road,
 The Wreck of the Steamship
"PUTANI MARU,"
 as she now lies on the Island of Mindoro near
 Manila (Philippine Islands).
IN ONE LOT.
 The HULL, PROPELLER, SHAFTS,
 BOILERS and ENGINES, STEERING
 GEAR, TACKLE, CHAINS, ANCHORS,
 and all kinds of Material belonging to the ship,
 &c. PHOTOGRAPH and PLAN can be
 seen at the Office of the Auctioneers.
 Terms—As Usual.
 For further particulars, apply to
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 23rd December, 1901. [1327]

PUBLIC AUCTION.

THE Undersigned have received instructions
 to sell by Public Auction,
MONDAY,
 the 29th JANUARY, 1902, at 2.30 p.m., at their
 SALES ROOMS, No. 20, Des Vaux Road,
 The Wreck of the Steamship
"PUTANI MARU,"
 as she now lies on the Island of Mindoro near
 Manila (Philippine Islands).
IN ONE LOT.
 The HULL, PROPELLER, SHAFTS,
 BOILERS and ENGINES, STEERING
 GEAR, TACKLE, CHAINS, ANCHORS,
 and all kinds of Material belonging to the ship,
 &c. PHOTOGRAPH and PLAN can be
 seen at the Office of the Auctioneers.
 Terms—As Usual.
 For further particulars, apply to
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 23rd December, 1901. [1327]

PUBLIC AUCTION.

THE Undersigned have received instructions
 to sell by Public Auction,
MONDAY,
 the 29th JANUARY, 1902, at 2.30 p.m., at their
 SALES ROOMS, No. 20, Des Vaux Road,
 The Wreck of the Steamship
"PUTANI MARU,"
 as she now lies on the Island of Mindoro near
 Manila (Philippine Islands).
IN ONE LOT.
 The HULL, PROPELLER, SHAFTS,
 BOILERS and ENGINES, STEERING
 GEAR, TACKLE, CHAINS, ANCHORS,
 and all kinds of Material belonging to the ship,
 &c. PHOTOGRAPH and PLAN can be
 seen at the Office of the Auctioneers.
 Terms—As Usual.
 For further particulars, apply to
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 23rd December, 1901. [1327]

PUBLIC AUCTION.

THE Undersigned have received instructions
 to sell by Public Auction,
MONDAY,
 the 29th JANUARY, 1902, at 2.30 p.m., at their
 SALES ROOMS, No. 20, Des Vaux Road,
 The Wreck of the Steamship
"PUTANI MARU,"
 as she now lies on the Island of Mindoro near
 Manila (Philippine Islands).
IN ONE LOT.
 The HULL, PROPELLER, SHAFTS,
 BOILERS and ENGINES, STEERING
 GEAR, TACKLE, CHAINS, ANCHORS,
 and all kinds of Material belonging to the ship,
 &c. PHOTOGRAPH and PLAN can be
 seen at the Office of the Auctioneers.
 Terms—As Usual.
 For further particulars, apply to
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 23rd December, 1901. [1327]

PUBLIC AUCTION.

THE Undersigned have received instructions
 to sell by Public Auction,
MONDAY,
 the 29th JANUARY, 1902, at 2.30 p.m., at their
 SALES ROOMS, No. 20, Des Vaux Road,
 The Wreck of the Steamship
"PUTANI MARU,"
 as she now lies on the Island of Mindoro near
 Manila (Philippine Islands).
IN ONE LOT.
 The HULL, PROPELLER, SHAFTS,
 BOILERS and ENGINES, STEERING
 GEAR, TACKLE, CHAINS, ANCHORS,
 and all kinds of Material belonging to the ship,
 &c. PHOTOGRAPH and PLAN can be
 seen at the Office of the Auctioneers.
 Terms—As Usual.
 For further particulars, apply to
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 23rd December, 1901. [1327]

PUBLIC AUCTION.

THE Undersigned have received instructions
 to sell by Public Auction,
MONDAY,
 the 29th JANUARY, 1902, at 2.30 p.m., at their
 SALES ROOMS, No. 20, Des Vaux Road,
 The Wreck of the Steamship
"PUTANI MARU,"
 as she now lies on the Island of Mindoro near
 Manila (Philippine Islands).
IN ONE LOT.
 The HULL, PROPELLER, SHAFTS,
 BOILERS and ENGINES, STEERING
 GEAR, TACKLE, CHAINS, ANCHORS,
 and all kinds of Material belonging to the ship,
 &c. PHOTOGRAPH and PLAN can be
 seen at the Office of the Auctioneers.
 Terms—As Usual.
 For further particulars, apply to
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 23rd December, 1901. [1327]

PUBLIC AUCTION.

THE Undersigned have received instructions
 to sell by Public Auction,
MONDAY,
 the 29th JANUARY, 1902, at 2.30 p.m., at their
 SALES ROOMS, No. 20, Des Vaux Road,
 The Wreck of the Steamship
"PUTANI MARU,"
 as she now lies on the Island of Mindoro near
 Manila (Philippine Islands).
IN ONE LOT.
 The HULL, PROPELLER, SHAFTS,
 BOILERS and ENGINES, STEERING
 GEAR, TACKLE, CHAINS, ANCHORS,
 and all kinds of Material belonging to the ship,
 &c. PHOTOGRAPH and PLAN can be
 seen at the Office of the Auctioneers.
 Terms—As Usual.
 For further particulars, apply to
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 23rd December, 1901. [1327]

PUBLIC AUCTION.

THE Undersigned have received instructions
 to sell by Public Auction,
MONDAY,
 the 29th JANUARY, 1902, at 2.30 p.m., at their
 SALES ROOMS, No. 20, Des Vaux Road,
 The Wreck of the Steamship
"PUTANI MARU,"
 as she now lies on the Island of Mindoro near
 Manila (Philippine Islands).
IN ONE LOT.
 The HULL, PROPELLER, SHAFTS,
 BOILERS and ENGINES, STEERING
 GEAR, TACKLE, CHAINS, ANCHORS,
 and all kinds of Material belonging to the ship,
 &c. PHOTOGRAPH and PLAN can be
 seen at the Office of the Auctioneers.
 Terms—As Usual.
 For further particulars, apply to
HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 23rd December, 1901. [1327]

TO LET.

NO. 10, ROBINSON ROAD (Corner
 House).
 Immediate Possession.
 Apply to—
A. RUMJAHN.
 Hongkong, 24th December, 1901. [1320]

TO LET.

NO. 1, STEWART TERRACE, the
 PHAK.
 Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
 Hongkong, 17th July, 1901. [1789]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit
 Road.
HOUSES at CAUSEWAY BAY, facing the
 Polo Ground.
A HOUSE in RIFON TERRACE.
"THE RETREAT" MOUNT KELLET.
GODOWNS at BLUE BUILDINGS.
 Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
 Hongkong, 28th November, 1901. [1308]

TO LET.

NO. 6, SEYMOUR TERRACE.
 Apply to—
NO. 5, SEYMOUR TERRACE.
 Hongkong, 3rd December, 1901. [1307]

TO LET.

"FERNSIDE," No. 37, ROBINSON
 ROAD.
 Apply to—
S. A. RAMJAHN.
 Care of Thomas's Grill Room.
 Hongkong, 1st August, 1901. [183]

TO LET.

GODOWN, No. 5A, DUDELL STREET.
 Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
 Hongkong, 28th November, 1901. [1302]

TO LET.

A SPACIOUS GODOWN, well built of
 Brick and Stone, at WANCHAI, MATHE-
 SON STREET.
 Apply to—
CARLOWITZ & CO.,
 Sales Office.
 Hongkong, 10th September, 1901. [1302]

TO LET.

EUROPEAN HOUSES, Nos. 4, 5, 7,
 and 8, WILD DELL, WANCHAI
 ROAD (Suitable for Apartments and Boarding
 Houses).
 Apply to—
SANG KEE,
 72, Wing Lok Street.
 Hongkong, 29th October, 1901. [1273]

TO LET.

1ST, 2ND and 3RD FLOORS of No. 35,
QUEEN'S ROAD CENTRAL, next to
 Messrs. LAKE, CRAWFORD & CO., now nearing
 Completion. Suitable for Offices.
 Apply to—
WING CHEONG,
 Nos. 1 & 3, D'Aguiar Street.
 Hongkong, 8th October, 1901. [1262]

TO LET.

HOUSES (now ready for occupation) in a
 first-class business locality, DES
 VUEX ROAD CENTRAL, next to A Tack's
 Furniture Store.
 Ground Floors suitable for Shops. Upper
 Floors have plastered ceilings and walls, and
 are very suitable for Offices.
 Apply to—
J. S. LEE & CO.,
 Care of WING CHEONG TAI,
 240, Des Vaux Road West.
 Hongkong, 10th December, 1901. [1311]

TO LET.

A NICELY FURNISHED ROOM with
 Bath and Board, in Private Family. Close
 to Tram Station. Splendid View, and Very
 Healthy. First-class Table.
 Address—
PEAK,
 Care of Daily Press Office.
 Hongkong, 11th October, 1901. [1258]

TO LET.

FROM the 1st of January, 1902, an
 OFFICE.
 Apply to—
NORDDEUTSCHER LLOYD,
 Superintendant Office,
 3, Queen's Building, Top Floor.
 Hongkong, 14th December, 1901. [1310]

TO LET.

"BELLEVUE," PEAK ROAD, from 1st
 January.
 Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
 Hongkong, 4th December, 1901. [1308]

TO LET.

FIVE ROOMED BUNGALOW
"RHEDA," BONHAM ROAD. Begin-
 ning 1st January, 1902.
 Apply to—
LIAO TZE SAN,
 China Merchants S. N. Co.,
 38, Des Vaux Road.
 Hongkong, 2nd December, 1901. [1304]

TO LET.

THREE LARGE UNFURNISHED
ROOMS, with separate Bath, use of
 Cookhouse, &c. \$40.00.
 Apply to—
JOHN DOE,
 Care of Daily Press Office.
 Hongkong, 2nd December, 1901. [1306]

TO LET.

THE GODOWN in West Point
 (Kennedy Town) known as Foster
 Factory, now occupied by the Hongkong and
 Kowloon Wharf and Godown Co., Ltd.
 For particulars, apply to—
LAUTS, WEGENER & CO.
 Hongkong, 6th July, 1901. [1730]

TO LET.

NO. 47, ELGIN STREET—A TWO-
FLOOR SIX-ROOMED HOUSE.
 Apply to—
NO. 48, ELGIN STREET.
 Hongkong, 28th December, 1901. [1314]

BANKS

IMPERIAL BANK OF CHINA.
 ESTABLISHED BY IMPERIAL DECREE OF THE
 12TH NOVEMBER, 1896.
 SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
 PAID-UP CAPITAL " " 2,500,000
HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.
 Canton Hankow
 Chefoo Peking
 Chinkiang Tientsin
 Chungking Singapore
 Tientsin.
 The Bank purchases and receives for collec-
 tion Bills of Exchange drawn on the above
 places, and sells Drafts and Telegraphic Trans-
 fers payable at its Branches and Agencies.

HONGKONG BRANCH.
 Advances made on approved securities. Bills
 Discounted.
 INTEREST ALLOWED ON DEPOSITS
 At 2% per annum on Current Account daily
 balances.
 3% per annum on Fixed Deposits for 3 months.
 4% " " " " 6 " "
 5% " " " " 12 " "
E. W. RUTTER,
 Manager.
 Hongkong, 1st January, 1902. [126]

THE BANK OF TAIWAN (FORMOSA)
 LIMITED.
 (INCORPORATED BY SPECIAL IMPERIAL
 CHARTER).
 AUTHORIZED CAPITAL Yen 5,000,000
 PAID-UP CAPITAL " 1,250,000
HEAD OFFICE—TAIPEI, FORMOSA.
BOARD OF DIRECTORS:
 KAZUOKI YAMU, Esq., President.
 TAKASHI DOKI, Esq., Minoroshi Tatsu, Esq.,
 HIROMI KAWASAKI, Esq., Tetsuro Shimomura, Esq.,
KURAZO NAGAO,
 Manager.
 Tainan, 6th December, 1901. [1317]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.
 CAPITAL, FULLY PAID-UP \$1,000,000
 RESERVE FUNDS " 125,000
Directors:
 J. S. VAN BUREN, Esq.,
 C. EWENS, Esq.,
 C. S. SHARP, Esq.,
 H. W. SLADE, Esq.,
 HO TUNG, Esq.,
General Managers:
 Messrs. JOHN D. HUMPHREYS & SON.
THE HONGKONG AND SHANGHAI
BANKING

INSURANCES

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892. [20]

"L'URBAINE"

FIRE INSURANCE COMPANY, LTD.

(Established 1838.)

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

P. LEMAIRE & CO., Agents.

Hongkong, 7th February, 1901. [423]

PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARBAIK & CO., Agents.

Hongkong, 17th August, 1887. [32]

NORTH BRITISH AND MERCHANTS' FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1900, £14,732,381.

I. AUTHORIZED CAPITAL, £23,000,000 0 0

SUBSCRIBED CAPITAL, £2,750,000 0 0

PAID-UP CAPITAL, £687,500 0 0

II. FIRE FUNDS, £2,333,718 14 4

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 3rd July, 1901. [164]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO., Agents.

Hongkong, 2nd April, 1900. [33]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 29th May, 1895. [31]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1892. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
CAPITAL, £240,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900. [135]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [14]

LIEBER'S STANDARD CODE.

ENGLISH EDITION, FRENCH EDITION.
PRICE ... U.S. \$10.00

SELECTED CODE WORDS.

THE Cipher is selected from the "OFFICIAL VOCABULARY," care having been taken to omit such DANGEROUS words as "Cheap," "Change," "Collect," "Bimonthly," "Eleventh," "Eighteenth," "Cargo," &c., which are found in other Codes.

CONTENTS.

The Code contains 800 pages of 75,000 ciphers; 65,000 have sentences, and 10,000 are blank, enabling the addition of private phrases under their proper headings.

DIRECTORY OF USERS.

LIEBER'S MANUAL, published every three months, contains a revised list of those using the Code. NO OTHER CODE FURNISHES such a List.

BEST EXTANT.

That LIEBER'S CODE is recognised as the best ever offered to the public is shown by the following houses, who have unqualifiedly endorsed it in preference to all others:

HONGKONG AND SHANGHAI BANKING CORPORATION.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

RUSSO CHINESE BANK.

JARDINE, MATHESON & CO.

ARMOUR & KERRIDGE & CO.

CHINESE ENGINEERING CO.

"HONGKONG DAILY PRESS."

LIEBER CODE CO.

2 & 4, Stone Street, New York, E.C.
Hongkong, 25th November, 1901. [294]

COLD STORAGE

THE Hongkong Ice Company, Ltd., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 18th November, 1901. [185]

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) TAUTS WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1895. [1271]

[PUBLISHED BY SPECIAL ARRANGEMENT.]

TOWARDS THE SUNRISE.

BY WIRT GERRARE.

[COPYRIGHT.]

CHAPTER IV.

RUSSIA'S BETTER HALF.

About three hundred years ago, whilst Cortes was conquering the new world for Spain, Yestnak, an outlaw, went eastward and annexed Siberia for Ivan the Terrible, Tsar of Muscovy and all the Russias. America has since changed hands several times, and has evolved nations, whereas Russia in Asia has simply grown, and justified the boast of the Emperor Nicholas I, that "where the Russian flag has once flown it shall never be hauled down."

For three hundred years Russian policy with regard to Siberia was unchanging; the East was a convenient place to which to send the undesirable subjects of the Tsar. Ivan the Terrible sent the first exiles there. He even banished to Siberia an Englishman, one William Barnsley, of Worcester, who long years afterwards returned a wealthy merchant. It is only since the commencement of the last century that Siberia has been raised to the status of a colony to be settled by free men alone. Like French and German foreign possessions, it has no system of self-government. Its laws are the Russian laws, administered in the different territories by the corresponding chanceries in St. Petersburg. There is no minister for Siberia, or special, exclusive department, unless the immigration staff be so considered. The Russian empire is to be homogeneous; Siberia is to become Russia beyond the Urals, or beyond Baikal, nothing more. Topographically and ethnographically the countries are similar, the dividing line is purely artificial, the eastern slopes and the western slopes of the Urals are almost identical. Siberia, it is contended, has no glacial period, but it is no worse for that, unless its climate, which is that of Russia intensified, is one result of the deprivation of an interesting geological epoch.

Russia has frozen tundras, virgin forests, great waterways flowing north and south, an immense plateau, but little above the sea-level, a belt of black soil prairie land merging with sandy desert. Siberia has the same. Russia has Semoyeds and Lapps; isolated settlements of Mordoi, Chuvashes, bands of roaming Bashkirs and Kalmyks. Siberia, if it has not the same people, has similar ones, and to the far east and north natives of distinct types. It is not these who constitute either Russia or Siberia.

The Slave banished to Siberia, or transported there as convicted criminals, have all been people who dared to do and to be; the reformers, the faddists, the malcontents, the unconventional souls, whose spirits were at war with the prevailing state of things, individuals of strong character—whether good or bad—recalcitrant beings whom the rulers wished to tame, or thinkers and actors in advance of their time whose propinquity was felt to be dangerous to the State. Just such men and women as have made history in western Europe. They were followed by those who loved and appreciated them well enough to share their fate. To these must be added the free adventurers, men bold enough to risk the unknown and win fortune or perish, therefore essentially different to the socialistically inclined Slav, whose nature it is to depend always upon his ruler, the State, or his fellows.

Many of these pioneers succumbed to the hardships of the journey or the life; many left no successors. The isolated degenerate criminals would have become extinct as a class, but for the constant stream of their kind from Europe, so the portion of the population which is Siberian by birth and descent is derived from either the best of the exiles or the soldiers sent to guard the prison and settlements. As yet these have not become a nation or distinct people.

Military colonies were tried in Russia more than a century ago, and found wanting; in the south and east of Russia they have become extinct. Akin to them are the Cossack settlements in Siberia. These were formed for two purposes; first to supply a resident military force near the frontier, secondly to populate the country with a farming element. The two are antagonistic, hence failure in both. The Cossack is essentially a nomad grazer; immediately he tills the soil he loses the instinctive qualities of the Cossack soldier. He has an immovable stake in the country, he is unwilling to turn out for military work when his allotments require his labour. Last year great difficulty was experienced in getting the settled Cossacks mobilised for the military operations against Manchuria, and the better the soldiers succeeded as farmers the worse soldiers they make. Then as settlers and farmers they are inferior to the agricultural immigrants from Little Russia, inferior to the exiled settlers and their descendants, but they manage to maintain themselves in primitive Cossack fashion. As the child of a Cossack is entitled to succeed to a share of the real estate of the settlement, or to a free grant of land from the Government, there is a premium on immortality, and the succession is complicated by multitudinous issues difficult to decide and rarely determined in a way satisfactory to all the parties. The great trouble arises when the advantageous situation of a Cossack post leads to its development as an industrial or distributing centre. The progress of Stretensk, Chita, and other places is checked by the Cossack administration, whose military organisation is incompatible with urban government. At Stretensk, with a population of 8,000, of whom only 1,200 are Cossacks, the military colonists claim to possess all the land in the vicinity—and this at the actual terminus of the great Siberian railway! The same trouble will arise in turn at Gorizia, Pokrovka, and the other

favourable points on the Shilka and Amur rivers, as the country becomes colonised from the west or east.

If the settlement of the land by means of military colonies has failed, the colonisation by administrative order, as at present pursued, is likely to prove equally abortive. A large number of immigrants are returning to their native places in European Russia. They are the people who have been allotted land unsuitable for their occupation, who expected an easier life than they found, families who would prove good colonists if properly allocated. The English remedy would be to allow the individual freedom of action within definite limits, and permit him to choose the district and, if free, the particular lot therein, which he feels capable of occupying profitably. It is doubtful whether such Russian peasants as the Government aids to reach and settle in given parts of Siberia would be capable of choosing wisely, but if they failed, they would have themselves only to blame, whereas they now assert that the government, and the government only, is in fault.

The emigration movement in Russia is to some extent regulated by the liability of the agricultural peasant to pay his way with his commune to the State. In some districts, particularly in Little Russia, there is congestion; the peasants are fairly well-to-do as peasants, and liberty to emigrate to Siberia is easily obtained. Then there are poor agricultural districts, with land which may be grazed, but which is not profitable to till, and from these districts it is easy to obtain a transfer. There are also inhabitants whom the communes would prefer to be without; and there are peasants who, from the accounts they have received from former noi, hours or from relatives, are desirous of seeking fortune in Siberia. There are also Colonial communes who wish to receive further settlers of the right kind; these are generally in a position to guard their interests and to obtain what they require.

The unsuccessful agricultural labourer, of the pauper class, is the emigrant most unwisely treated by the Government. He and his wife are either conveyed by sea to Vladivostok, or forwarded overland to mid-Siberia. He gets a free pass he is fed during the long journey, well-housed at his destination, and kept there in idleness, sometimes for months before assigned his land. From the Government stores he gets an allowance of provisions and the necessary agricultural implements, seeds, and instructions. He leaves, confirmed in his idleness, fully assured that the State must, and will, support him, and more or less careless of the amount to his debt for advances. Sometimes before he has been asked for the first payment he is tired of Siberia and work. He cannot clear his ground, the insects annoy him, his stock does not suit him, the older settlers are against him; so he gives up, and drifts.

Sometimes the immigration authorities are in fault. They locate men laboriously haphazard. Or the central authority is to blame by attempting with such immigrants to out-exile and early free settlers whom the Government consider to be squatters. Land which has been cleared and made to yield a profitable return is wrested from those who have always tilled it, and apportioned to the more favoured newcomers on terms. Sometimes the newcomers hold to their gift; sometimes the former holders manage to cajole or frighten them away. In such districts there is more strife than honest labour.

The immigrant, who is almost a pauper, is so treated by the immigration officers that as often as not he becomes absolutely pauperised, and learns to depend upon the authorities for everything, everything to him being the bare necessities of life. Their weeks' sea voyage, the comfortable housing and good food at the immigrant station, tend to make the peasant disinclined to begin afresh in a rude log-hut on virgin soil, with none but strangers around him and unknown difficulties and dangers presenting themselves at every turn.

The overland railway journey to Eastern Siberia takes the immigrant at least twice as long as it does the ordinary traveller; the greater part of the time he is waiting on a siding. From Smolensk to Baikal in a month is good travelling. He has to await a Government barge or steamer; and from that he, with all his belongings, may be put ashore wherever the depth of water may require that the ship be lightened. An emigrant camp on the banks of the Amur had been formed in that way; the passengers had been there fifteen days when I spoke with them. They expected to remain another fortnight, and it is possible that they are there still. Unless a Government boat with spare accommodation happens to take them on, they have only two things to do—become squatters at that spot or construct a raft and float down stream to their destination or an emigrant station. This last is the easiest solution; it requires only the men. Away down the Amur I passed a small raft constructed of a few barrels of driftwood bound together with withes. The oars were sticks, to which, for blades, the staves of an old oak were tied; other staves made the floor; in an old soap-box was tea, bread and salt; in the lid of an old tin box the embers of the fire were kept aglow. Two men had come on this rough craft eight hundred miles, and had eleven hundred more to travel. Typical Russian peasants, they were able to endure the hardships of their journey; they declared they enjoyed it, and lacked nothing.

Siberia is not only larger, but it is greater than Russia. It is the better half, in the sense that the people are superior, from the British or Western point of view. There was a Russian saying: "The nearer the Tsar the greater the danger." Its modern rendering is: "The further from the capital the greater freedom." In Siberia it is possible to do things one could not do in older Russia. In the first place the distance is so great that every little trouble could not be sent to St. Petersburg for settlement; the governors and officials had to

decide without reference to their central departments. Moreover, the Russians who were found in Siberia were, as a class, difficult to control; men who felt they were so near the deepest bottom of hell that whatever they did or failed to do, could make but little difference in their condition. Now, for one Russian official who is a martinet insisting upon the fulfilment of every law to the letter, there are a score who are content if the spirit of the special regulations are recognised, and fifty who find it easier to let people have their own way within as wide limits as the written law is capable of being construed. As a rule the men are reckless, the officials lazy. Forced to shift for themselves, the exiles, settlers, and released convicts formed society as nearly in accordance with their own ideals as circumstances permitted. The sectarians who suffered exile rather than sacrifice their faith have settlements far in advance of the average Russian village, whilst the political exiles made themselves a home as good as they knew how to make it, and devoted their spare time to studying the natural history of the country around them.

Later settlers come into contact with these men who have struggled against the State and survived, they become more independent, talk of their rights instead of asking for privileges, and soon—not having suffered the penalty—assume freedom of action. For the Russian peasant to travel overland towards the sunrise is itself an education. He mixes to some extent with fellow-passengers higher than he in the social scale, he observes them closely, what they claim as their due he claims. Men who have been convicted of crimes from petty larceny and untidy to murder, tell him how the settlers have fared, what they have demanded and how much has been granted them; the dangers to expect, and the means others have taken to overcome difficulties.

Compared with Russia, Siberia is inadequately peopled. There are towns, or rather great sprawling villages miles in length, and a population of from five to ten thousand, amongst whom are known bad characters, and yet have only a couple of score policemen. The individual guards his property and his person as best he can; trivial offences cannot be noticed, and the perpetrators of the worst crimes often escape undetected. The settlers know this, and it is a very good schooling for the Russian peasant who, from cradle to grave, is never taught to rely upon himself.

Materially, too, Siberia is richer than Russia. Gold deposits and the natural resources, minerals and vegetables, await exploration. There has been an abundance of convict labour available, so that some Siberian villages have buildings worthy of towns, and the more important centres, as Irkutsk, rank higher than the capitals of provincial governments in Russia itself.

Trade is brisk everywhere, but commerce is in its infancy. Much of what is produced is consumed locally, and the demand is increasing. From western Siberia, many tons of butter find a way to the English market, but it is by way of Denmark, where it is re-made and so handled as to render it indistinguishable from "Best Danish." Some corn reaches Russia, some is exported, much more might be raised and marketed profitably.

Siberia has some of the finest meadow and prairie grazing ground in the world; the stock in a few districts is good but might be improved. Much of it is in the hands of people who know no better way of using milk than allowing it to stand until sour, then eat the curds. Other settlers understand farming better; these succeed, and in a few years want better machinery than the Government deigns supply. They combine to purchase the latest harvesters, reapers, and threshers, and can glut a local market. What Siberia wants most is men, good farmers and hard workers. If Siberia were thrown open to the world to colonise it would get them. But the foreigner may not own land in the Russian empire, and the foreigner would be unwise to go so far as a tenant farmer. Siberia must wait for the slow, uncertain methods of the Russian settler to enrich her. And the peasant is slow in coming and slow in getting to work. In his wake are many artisans, traders, and non-producers as his labour will support. At the present rate of settlement, it will take generations to colonise Siberia, so that in the end Russia must be outstripped, British colonies and other lands, with no greater natural advantages, bearing so much greater population and producing so much more wealth.

Another late may be in store for Eastern Siberia if Chinese coolie labour is freely imported as at present. The Chairman has built Vladivostok, which is the finest town in all Siberia; he can raise more on a roof of ground than a Russian farmer will grow upon an acre, and neither the Russian nor the Siberian native can compete with him in the labour market. He will be master of the country between the Pacific Ocean and Lake Baikal, making of it a second Manchuria, and that without owning a square yard of ground, or having any voice in the Government of the country. He succeeds by hard work, and to Russia in the Far East his labour has already become indispensable. The State, and maybe the private capitalists, will benefit, but the Russian peasant is completely outclassed, and all the protection his Government can give him will not now suffice to place Siberia in his hands.

(To be continued.)

If you want your Boots well polished, tell your Valet or the Maid to ask for

WALTON'S BOOT CREAMS

AND VARNISHES.

WALTONIAN CREAM, WHITE & BLACK.

JANUE MOSCOVITE, TAN-3 SHADES.

PARISIAN DRESS-BOOT POLISH.

Order from Stores or Wholesale to—

JOHN WALTON (PARIS),

MANUFACTURER,

178, SHAPPEBURY AVENUE,

LONDON. [275]

RUPTURE RELIEVED AND OFTEN CURED BY THE USE OF OUR

PATENT TRUSS INVENTION.

The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement of the body, and is very effective."
British Medical Journal, May, 1885, says: "It is a very ingenious and successful truss."
Medical Times and Hospital Gazette, 1885, says: "Hodges & Co. have for years past devoted their attention and skill to the improvement of trusses, for the treatment of various kinds of Hernia, following the principles laid down by Professor Wood, of King's College Hospital."

Particulars—

HODGES & CO., 80, COLLEGE STREET, CHELSEA, LONDON, S.W. [2702]

GREG RECKE 19 and 20, FEATHERSTONE STREET

& CO. LONDON, E.C.

ESTABLISHED NEARLY A QUARTER OF A CENTURY.

TELEGRAPHIC ADDRESS: "GREGRECKE, LONDON."

GENERAL PRODUCE BROKERS.

MANUFACTURERS OF SAUCES & DELICACIES.

WHOLESALE EXPORTERS OF
CONTINENTAL AND COLONIAL PRESERVED PROVISIONS,
AND DRIED FRUITS, VEGETABLES, &c.
(BEST QUALITY ONLY).

DEALERS IN ENGLISH, FRENCH AND ITALIAN
POULTRY, EGGS, BUTTER, AND FARM PRODUCE.
SHIPPING SUPPLIED. CORRESPONDENCE SOLICITED. [2750]

NESBIT & CO., WOODFORD GREEN
ESSEX.

ELECTRICIANS.

ELECTRICAL AGENTS.

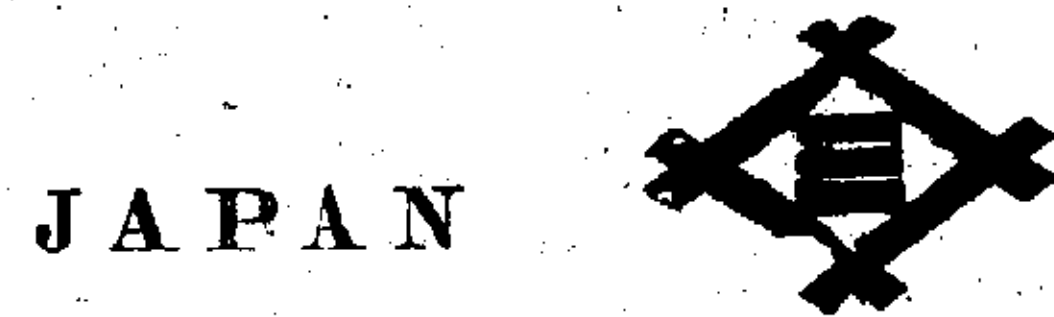
ELECTRICAL APPLIANCES.

DEALERS IN ELECTRICAL ACCESSORIES OF ALL DESCRIPTIONS.

ALL OUR BRANCHES HAVE THE PERSONAL SUPERVISION OF THE MANAGERS OF OUR DIFFERENT DEPARTMENTS.

ELECTRIC LIGHT. ELECTRIC BELLS. ELECTRIC HEATING.

NESBIT & CO., WOODFORD GREEN, ESSEX. [2751]



THE MITSUI RUSSIAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE—54, LIME STREET, E.C.
HONGKONG OFFICE—3, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimomaki, Muji, Wakamatsu, Karatsu, Nagasaki, Kuchinoten, Sasebo, Yoshinotani, Yashio, Yanokibara, and other Coal Mines.

N. INUZUKA, Manager.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau;

Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fukuma, Hokoku, Ishimaru, Kamada, Kisshima, Manasura, Onoura, Otsuji, Tohmyama, Teubakuro, Yoshinotani, Yashio, Yanokibara, and other Coal Mines.

Hongkong, 1st November, 1901. [2778]

SWEET CAPORAL
Cigarettes
Purest & Best.

Packed in
40/20, 20/10, 10/5, 5/2
Round Tins.

FOR SALE EVERYWHERE
MANUFACTURED BY
THE AMERICAN TOBACCO CO. U.S.A.

TRY NAVY CUT
ATC
A GENTLEMAN'S SMOKE

Supplied in Three Grades.
Mild Medium & Strong.

PACKED IN
AIR-TIGHT VACUUM TINS
MANUFACTURED BY
THE AMERICAN TOBACCO CO. U.S.A.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, VIA SUEZ CANAL.	GLENFARG	Brit. str.	2 m.	Donaldson	McGregor Bros. & Co.	On 2nd Jan., at Noon.
LONDON, &c., VIA PORTS OF CALL.	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 4th Jan., at Noon.
LONDON	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th January.
LONDON, VIA BOMBAY	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January.
LONDON	MALACCA	Brit. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	On 25th January, at Noon.
LONDON	SESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th February.
LONDON	IDOMENEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th February.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th January.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th February.
MARSEILLES, &c., VIA PORTS OF CALL	YARBA	Fr. str.	2 m.	Negre	MESSAGERIES MARITIMES	On 30th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, Y. SPORE, &c.	KANAGAWA MARU	Jap. str.	2 m.	J. MacKinnon	NIPPON YUSEN KAISHA	On 10th Jan., at Daylight.
BREMEN, VIA PORTS OF CALL	PRINZESS IRENE	Ger. str.	2 m.	Dannemann	MELCHERS & CO.	On 8th January, at Noon.
HAYRE, ROTTERDAM, BREMEN & HAMBURG	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 4th January.
HAYRE, BREMEN & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
HAYRE & HAMBURG	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th January.
HAYRE & HAMBURG	AMBRIA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 12th February.
HAYRE & HAMBURG	C. F. FERD. LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 26th February.
TRIESTE VIA SINGAPORE, &c.	ANDALUSIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 15th January.
NEW YORK VIA PORTS & SUEZ CANAL	MARIA VALERIE	Aust. str.	2 m.	Bellen	SANDER, WIELER & CO.	On 15th January, P.M.
NEW YORK VIA SUEZ CANAL	ORONSAI	Brit. str.	2 m.	Doddwell & Co., Limited		On or about 4th January.
VANCOUVER VIA SHANGHAI, &c.	ASAMA	Brit. str.	1 m.	Shewan, Tomes & Co.		To-morrow.
VANCOUVER VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th January, at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Boehm	CANADIAN PACIFIC R. CO.	On 21st January.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	4 m.	J. Truebridge	DODWELL & CO., LIMITED	Today, at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	ITO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 13th Jan., at 4 P.M.
PORTLAND & OREGON	KINSHU MARU	Jap. str.	2 m.	F. L. Payne	PORTLAND & ASIATIC S.S. CO.	On 14th January.
AUSTRALIAN PORTS	CHINOTU	Brit. str.	2 m.	Hollingsworth, R.N.R.	BUTTERFIELD & SWIRE	On 2nd Jan., at 4 P.M.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 8th January, at Noon.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	ARLIE	Brit. str.	2 m.	St. John George	GIBB, LIVINGSTON & CO.	On or about 2nd January.
KOBE DIRECT	SHANGHAI	Brit. str.	2 m.	E. Spicer, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	2 m.	T. Murai	NIPPON YUSEN KAISHA	On 12th January.
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th Jan., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	On 2nd Jan., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	SINGO MARU	Jap. str.	2 m.	F. Davis	NIPPON YUSEN KAISHA	On 17th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	Ger. str.	4 m.	R. Heintze	MELCHERS & CO.	On or about 31st inst.
SHANGHAI	CALEDONIAN	Fr. str.	2 m.	Blanc	MESSAGERIES MARITIMES	On 2nd Jan., at 4 P.M.
SHANGHAI	LYSEMOON	Ger. str.	2 m.	Th. Lehmann	STERN & CO.	On 2nd January.
SHANGHAI	WOOSUNG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 4th Jan.
SHANGHAI	COROMANDEL	Brit. str.	4 m.	F. W. Vibert	P. & O. S. N. Co.	On 4th January, at 4 P.M.
SHANGHAI & CHINKIANG	ELITA NOSSACK	Ger. str.	2 m.	Brunh	EAST ASIATIC TRADING CO., LD.	On 2nd January.
FOOCHOW VIA SWATOW & AMOY	AMIDU MARU	Jap. str.	1 m.	K. Sudaiki	MIYOSHI BUSSAN KAISHA	On 8th January.
ANPING VIA SWATOW & AMOY	MAIZURU MARU	Jap. str.	1 m.	T. Saito	MIYOSHI BUSSAN KAISHA	On 2nd Jan., at 4 P.M.
MANILA	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 3rd Jan., at Noon.
MANILA	ZAPHO	Brit. str.	2 m.	A. Ramsay	SHAW, TOMES & CO.	On or about 4th Jan.
MANILA	KINSHU MARU	Jap. str.	2 m.	Tate	MIYOSHI BUSSAN KAISHA	On 16th January.
MANILA, CEBU & ILOILO	CHINOTU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
BOMBAY VIA SINGAPORE & COLOMBO	SUNGKIANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th Jan., at Noon.
SINGAPORE	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	To-day.
SINGAPORE, PENANG & CALCUTTA	HANYANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow, at Noon.
	LAISANG	Brit. str.	2 m.	Payne	JARDINE, MATHESON & CO.	

SHIPPING.

ARRIVALS.
Dec. 28, ANPING MARU, Japanese str., 1053, K. Sudaiki, Foochow, Amoy and Swatow 27th Dec. General—M. B. KAISHA.
Dec. 29, BRAND, Norwegian str., 1520, Thorsen, Moji 23rd Dec., Coal—DODWELL & CO.
Dec. 28, CHITVEN, American str., 1211, Slee, Canton 27th Dec. General—CHINSE.
Dec. 28, CHASSLOUP LAUBAT, French cruiser, 3,900, St. Luc, Nagasaki, 22nd Dec.
Dec. 28, EDDERTON, British str., 2,316, Geo. Russell, Wellington 27th Nov. Coals—ADMIRALTY.
Dec. 28, ELISE, German str., 903, Bicke, Taku 21st Dec. General—CHINESE.
Dec. 28, HIROSHIMA MARU, Japanese str., 3,035, E. Murai, Remy, via Singapore 21st Dec. General—NIPPON YUSEN KAISHA.
Dec. 28, HOIKO, French str., 509, Melles, Pakhoi and Hoihow 27th Dec. General—A. R. MARTY.
Dec. 29, KWANLORE, British str., 1,467, R. Lincoln, Shanghai 26th Dec. General—CHINESE.
Dec. 29, SANDAKAN, German str., 1,274, A. Brandstetter, Sandakan 24th Dec. General—MELCHERS & CO.
Dec. 29, SWANSON, Norwegian str., 1,130, Tollensen, Samarang 17th Dec. Sugar—CHINESE.
Dec. 29, WINGANG, British str., 1,617, Sellar, Shanghai 25th Dec. and Swatow 26th Dec. General—JARDINE, MATHESON & CO.
Dec. 29, YARBA, French str., 2,115, Negre, Shanghai 26th Dec. Mails and General—MESSAGERIES MARITIMES.
Dec. 29, CANTON, British str., from Canton.
Dec. 29, LYSEMOON, German str., from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
28th Dec.
Ariake Maru, Jap. str., for Kutchinotzu.
Deigt Maru, Japanese str., for Swatow.
Eise, German str., for Canton.
Hengmoh, British str., for Amoy.
Jardine, British str., for Moji.
Kana, British str., for Moji.
Karcen, Norwegian str., for Moji.
Shantung, British str., for Saigon.
Sullberg, German str., for Hoihow.
Thea, German str., for Haiphong.

DEPARTURES.

28th Dec.
ALISA CRAIG, British str., for Moji.
BRINKBURN, British str., for Samarang.
HANS MENZEL, German str., for Manila.
HATASA, British str., for Mororan.
JABA, British str., for London.
PAX, Belgian str., for Saigon.
PRINCETON, U.S. gunboat, for Manila.
WOOSUNG, British str., for Canton.
WAKASA MARU, Japanese str., for Europe 29th Dec.
Ariake Maru, Jap. str., for Kutchinotzu.
Deigt Maru, Japanese str., for Swatow.
Eise, German str., for Canton.
Hengmoh, British str., for Amoy.
Jardine, British str., for Moji.
Kana, British str., for Moji.
Karcen, Norwegian str., for Moji.
Shantung, British str., for Java.
Sullberg, German str., for Hoihow.
Thea, German str., for Haiphong.

VESSELS IN DOCK.

28th Dec.
AREDEEN DOCKS.—G. M. S. *Rusard*.
KOWLOON DOCKS.—Canton River, H. J. Albrecht, Saturn, S.M.S. *Tiger*, Perla, Pashan, Shield, Marie Leven, Hailan, Euma Luyken, H.L.M.S. *Sisot Veliky*, H.L.M.S. *Britomart*, Eumetida.
COSMOPOLITAN Dock—Taichong, Heinrich Menzel, Patroch.

SHIPPING REPORTS.

The German steamer *Sandakan*, from Sandakan 24th inst., had fresh N.E. monsoon throughout.
The British steamer *Wingang*, from Shanghai 26th inst. and Swatow 28th, had strong N.E. monsoon and cloudy weather.
The British steamer *Kawanga*, from Shanghai 26th inst., had moderate to strong northerly winds with thick dirty weather between Hailan and Turnabout. From Turnabout to port due, clear weather and smooth sea.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th December, 1901, at 1 P.M., the Company's Steamship "YARBA," Captain Negre, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.
This steamer connects at COLOMBO with the s.s. *Polynesien* which vessel takes on her Passengers and Mails leaving that port on the 11th January, 1902, direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 29th Dec. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 19th December, 1901.

IMPERIAL GERMAN MAIL LINE

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

The Imperial German Mail Steamship

"PRINZ HEINRICH"

OF THE NORDDEUTSCHER LLOYD, Captain R. Heintze, due here with the outward German Mail about the 30th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 27th December, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG."

Captain Payne, will be despatched as above TO-MORROW, the 31st inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 24th December, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONIAN."

Captain Blanc, will be despatched for the above ports on or about TUESDAY NEXT, the 31st inst.
For Freight or Passage, apply to

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 25th December, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CARRIERS, nor the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Owners or the Crews of the following Vessels during their stay in Hongkong Harbour:
OSBERGA, British barque, Denemore—ORDES.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
"EMPRESS OF CHINA".....Comdr. E. Archibald, R.N.R. WEDNESDAY, 15th Jan., 1902
"TARTAR".....Comdr. R. Boehm, R.N.R. WEDNESDAY, 29th Jan., 1902
"EMPRESS OF INDIA".....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 12th Feb., 1902
"ATHENIAN".....Comdr. H. Mowatt WEDNESDAY, 26th Feb., 1902
"EMPRESS OF JAPAN".....Comdr. H. Pybus, R.N.R. WEDNESDAY, 12th Mar., 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent to Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.
In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. J. BROWN, General Agent, Pedler's Street.

Hongkong, 19th December, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

IYO MARU	VICTORIA, B.C., and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE & YOKOHAMA	MONDAY, 30th December, at 4 P.M.
HIROSHIMA MARU	KOBE (DIRECT)	TUESDAY, 31st Decem., at Noon
T. Murai	NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 2nd January, at DAYLIGHT.
BRINGO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	THURSDAY, 2nd January, 1902, at 4 P.M.
E. Davis	BOMBAY VIA SINGAPORE and COLOMBO	SATURDAY, 4th January, at Noon.
KUMANO MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 10th January, at DAYLIGHT.
KAGOSHIMA MARU	VICTORIA, B.C., and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE & YOKOHAMA	MONDAY, 13th January, at 4 P.M.
K. Kori	KOBE & YOKOHAMA	FRIDAY, 17th January, at DAYLIGHT.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 17th January, at Noon.
H. Fraser		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company Local Branch Office at Prince's Building, First Floor, Cluster Road.

A. S. MIHARA, Manager.

Hongkong, 19th December, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.
PRINZESS IRENE	WEDNESDAY	8th Jan., 1902
PRINZ HEINRICH	WEDNESDAY	22nd Jan., 1902
PREUSSEN	WEDNESDAY	5th Feb., 1902
HAMBURG	WEDNESDAY	19th Feb., 1902
SACHSEN	WEDNESDAY	5th Mar., 1902
KLAUSCHOU	WEDNESDAY	19th Mar., 1902
JAYERN	WEDNESDAY	2nd Apr., 1902
STUTTGART	WEDNESDAY	16th Apr., 1902
KONIG ALBERT	WEDNESDAY	30th Apr., 1902
PRINZESS IRENE	WEDNESDAY	14th May, 1902
PRINZ HEINRICH	WEDNESDAY	28th May, 1902
PREUSSEN	WEDNESDAY	11th June, 1902
HAMBURG	WEDNESDAY	25th June, 1902

* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 8th day of January, 1902, at Noon, the Steamship "PRINZESS IRENE," of the NORDDEUTSCHER LLOYD, Captain Dannemann, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 6th January, Cargo and Specie will be received at Board until 5 P.M. on TUESDAY, the 7th January, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 7th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50; and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 28th December, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,897	J. Truebridge	January 11th
GLENDALE	3,750	W. Prakes	February 7th
Duke of Fife	3,821	J. S. Cox	February 22nd
TACOMA	2,811	A. Dixon	March 8th

THE attention of Passengers is directed to the very cheap rates offered by this

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DATE
GLASGOW and LIVERPOOL	"MEMNON"	On 3rd January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 18th January.
GLASGOW and LIVERPOOL	"AJAX"	On 22nd January.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 31st January.

OR	HOMEWARDS	DATE
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELEUS"	On 21st January.
LONDON	"STENTOR"	On 4th February.
LONDON	"IDOMENEUS"	On 18th February.
LONDON	"AJAX"	On 4th March.
LIVERPOOL DIRECT	"PATROCLUS"	On 20th January.
LIVERPOOL DIRECT	"TANTALUS"	On 15th February.

S.S. "STENTOR" from GLASGOW and LIVERPOOL arrived on the 25th inst. and leaves for SHANGHAI and JAPAN at Noon, today, 27th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"SUNGKIANG"	On 30th December.
SINGAPORE	"HANYANG"	On 30th December.
SHANGHAI	"WOOSUNG"	On 2nd January, 1902
Kobe and YOKOHAMA	"CHANGSHA"	On 12th January, 1902
MANILA	"CHINGTU"	On 16th January, 1902
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	"CHINGTU"	On 16th January, 1902

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th November, 1901.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, VIA SWATOW	"DAIKIN MARU"	SUNDAY, 5th January.
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 8th January, 1902.
FOOCHOW, VIA SWATOW	"ANPING MARU"	THURSDAY, 2nd January, 1902.
AND AMOY	"K. SUDZUKI"	January, 1902.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 18th December, 1901.

TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE COMPANY'S WELL-KNOWN STEAMSHIP

"ROSETTA MARU,"
3,876 Tons Gross.
Captain Tate, having been placed on the above Service, will be despatched hence for MANILA, on or about SATURDAY, the 4th January, 1902, at Noon.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA.

AGENTS.

No. 6, Ice House Street and Corner of Des Vaux Road, First Floor.
Hongkong, 25th December, 1901.

SHEWAN TOMES & CO'S NEW YORK LINE.

THE Steamship

"ASAMA"
Captain Bennett, will be despatched as above on 31st December.

For Freight, apply to
SHEWAN TOMES & CO.
Hongkong, 23rd December, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BRAZIL, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA,"
Captain A. G. Cubitt, R.N., carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 4th January, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed by Bombay without transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to
B. A. HEWITT,
Superintendent.
Hongkong, 23rd December, 1901.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"
Captain Donaldson, will be despatched as above on THURSDAY, the 2nd January, at Noon.

For Freight or Passage, apply to
MCGREGOR BROS. & CO.,
Hongkong, 24th December, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KUMANO MARU,"
3,873 Tons Gross, Captain E. W. Haswell, will be despatched for the above port on THURSDAY, the 2nd January, at 4 p.m.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Stowage carried.

For Freight and Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 25th December, 1901.

REGULAR

STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1902	ABOUT
"ORONSAY"	About 4th Jan.
"AFRIDI"	About 15th Jan.
"HILLGLEN"	About 24th Jan.
"LOWTHER CASTLE"	About 24th Feb.

For Freight and further information, Apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 30th December, 1901.

FOR SHANGHAI AND CHINKIANG.

THE Steamship

"ELITA NOSSACK,"
Captain Bruhn, will be despatched for the above ports on SATURDAY, the 4th January, at 4 p.m.

For Freight, apply to
EAST ASIATIC TRADING CO., LD.,
Agents.
Hongkong, 28th December, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched as above on THURSDAY, the 9th January, 1902, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th December, 1901.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"STENTOR,"
and hereby notified that the Cargo is being discharged into Craft, and loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 1st January, 1902, will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 2nd January, 1902. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th December, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SEATTLE, TACOMA, YOKOHAMA, KOBE AND MOI.

THE Company's Steamship

"TEENKAI,"
having arrived from the above ports. Consignees of Car or are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

DODWELL & CO., LTD.,
Agents.

Hongkong, 24th December, 1901.

HONGKONG.

STEAMERS.

Amoy, German steamer, 1,072, Wolf, Dec. 28.	Amoy, German steamer, 1,072, Wolf, Dec. 28.
Anping, Mar. steamer, 1,058, Sudski, Dec. 28.	Anping, Mar. steamer, 1,058, Sudski, Dec. 28.
Mitsui Bussan Kaisha, Brand, Nov. steamer, 1,529, Thorndike, Dec. 29.	Mitsui Bussan Kaisha, Brand, Nov. steamer, 1,529, Thorndike, Dec. 29.
Dodwell & Co., Limited, Canton, British steamer, 1,110, Lawrence, Dec. 24.	Dodwell & Co., Limited, Canton, British steamer, 1,110, Lawrence, Dec. 24.
Chiyoda, British steamer, 1,574, Orr, Dec. 27.	Chiyoda, British steamer, 1,574, Orr, Dec. 27.
Jardine, Matheson & Co., Chiyoda, Amr. steamer, 1,211, Sleeman, Dec. 22.	Jardine, Matheson & Co., Chiyoda, Amr. steamer, 1,211, Sleeman, Dec. 22.
Chiyoda, German steamer, 1,055, Musig, Nov. 29.	Chiyoda, German steamer, 1,055, Musig, Nov. 29.
Butterfield & Swire, Chiyoda, British steamer, 1,282, Jenkins, Dec. 11.	Butterfield & Swire, Chiyoda, British steamer, 1,282, Jenkins, Dec. 11.
Bradley & Co., Deutscher, German steamer, 1,001, Frahm, Dec. 25.	Bradley & Co., Deutscher, German steamer, 1,001, Frahm, Dec. 25.
Siemens & Co., Edler, British steamer, 2,316, Russell, Dec. 23.	Siemens & Co., Edler, British steamer, 2,316, Russell, Dec. 23.
Admiralty, Elita, German steamer, 1,161, Bruhn, Dec. 18.	Admiralty, Elita, German steamer, 1,161, Bruhn, Dec. 18.
East Asiatic Trading Co., Limited	East Asiatic Trading Co., Limited

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"
Captain Donaldson, will be despatched as above on THURSDAY, the 2nd January, at Noon.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KUMANO MARU,"
3,873 Tons Gross, Captain E. W. Haswell, will be despatched for the above port on THURSDAY, the 2nd January, at 4 p.m.

For Freight and Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 25th December, 1901.

REGULAR

STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1902	ABOUT
"ORONSAY"	About 4th Jan.
"AFRIDI"	About 15th Jan.
"HILLGLEN"	About 24th Jan.
"LOWTHER CASTLE"	About 24th Feb.

For Freight and further information, Apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 30th December, 1901.

FOR SHANGHAI AND CHINKIANG.

THE Steamship

"ELITA NOSSACK,"
Captain Bruhn, will be despatched for the above ports on SATURDAY, the 4th January, at 4 p.m.

For Freight, apply to
EAST ASIATIC TRADING CO., LD.,
Agents.
Hongkong, 28th December, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched as above on THURSDAY, the 9th January, 1902, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th December, 1901.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"STENTOR,"
and hereby notified that the Cargo is being discharged into Craft, and loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 1st January, 1902, will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 2nd January, 1902. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th December, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SEATTLE, TACOMA, YOKOHAMA, KOBE AND MOI.

THE Company's Steamship

"TEENKAI,"
having arrived from the above ports. Consignees of Car or are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

DODWELL & CO., LTD.,
Agents.

Hongkong, 24th December, 1901.

HONGKONG.

STEAMERS.

Amoy, German steamer, 1,072, Wolf, Dec. 28.	Amoy, German steamer, 1,072, Wolf, Dec. 28.
Anping, Mar. steamer, 1,058, Sudski, Dec. 28.	Anping, Mar. steamer, 1,058, Sudski, Dec. 28.
Mitsui Bussan Kaisha, Brand, Nov. steamer, 1,529, Thorndike, Dec. 29.	Mitsui Bussan Kaisha, Brand, Nov. steamer, 1,529, Thorndike, Dec. 29.
Dodwell & Co., Limited, Canton, British steamer, 1,110, Lawrence, Dec. 24.	Dodwell & Co., Limited, Canton, British steamer, 1,110, Lawrence, Dec. 24.
Chiyoda, British steamer, 1,574, Orr, Dec. 27.	Chiyoda, British steamer, 1,574, Orr, Dec. 27.
Jardine, Matheson & Co., Chiyoda, Amr. steamer, 1,211, Sleeman, Dec. 22.	Jardine, Matheson & Co., Chiyoda, Amr. steamer, 1,211, Sleeman, Dec. 22.
Chiyoda, German steamer, 1,055, Musig, Nov. 29.	Chiyoda, German steamer, 1,055, Musig, Nov. 29.
Butterfield & Swire, Chiyoda, British steamer, 1,282, Jenkins, Dec. 11.	Butterfield & Swire, Chiyoda, British steamer, 1,282, Jenkins, Dec. 11.
Bradley & Co., Deutscher, German steamer, 1,001, Frahm, Dec. 25.	Bradley & Co., Deutscher, German steamer, 1,001, Frahm, Dec. 25.
Siemens & Co., Edler, British steamer, 2,316, Russell, Dec. 23.	Siemens & Co., Edler, British steamer, 2,316, Russell, Dec. 23.
Admiralty, Elita, German steamer, 1,161, Bruhn, Dec. 18.	Admiralty, Elita, German steamer, 1,161, Bruhn, Dec. 18.
East Asiatic Trading Co., Limited	East Asiatic Trading Co., Limited

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"
Captain Donaldson, will be despatched as above on THURSDAY, the 2nd January, at Noon.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KUMANO MARU,"
3,873 Tons Gross, Captain E. W. Haswell, will be despatched for the above port on THURSDAY, the 2nd January, at 4 p.m.

For Freight and Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 25th December, 1901.

REGULAR

STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1902	ABOUT
"ORONSAY"	About 4th Jan.
"AFRIDI"	About 15th Jan.
"HILLGLEN"	About 24th Jan.
"LOWTHER CASTLE"	About 24th Feb.

For Freight and further information, Apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 30th December, 1901.

FOR SHANGHAI AND CHINKIANG.

THE Steamship

"ELITA NOSSACK,"
Captain Bruhn, will be despatched for the above ports on SATURDAY, the 4th January, at 4 p.m.

For Freight, apply to
EAST ASIATIC TRADING CO., LD.,
Agents.
Hongkong, 28th December, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched as above on THURSDAY, the 9th January, 1902, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 17th December, 1901.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"STENTOR,"
and hereby notified that the Cargo is being discharged into Craft, and loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 1st January, 1902, will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 2nd January, 1902

POST OFFICE NOTICES.

New Year Holidays.—On New Year's Day and 2nd January the Post Office will be open from 9 a.m. to 5 p.m. Correspondence for local delivery on those days may be posted up to 9 a.m. The Night Box will be left open during the time the office is closed. The Money Order Office will be entirely closed on both days.

The *Prins Heinrich*, with the German Mail, left Singapore on Wednesday, the 25th inst., at 6 a.m., and may be expected here to-day.

The *Caledonia*, with the French Mail of the 29th ult., left Saigon on Saturday, the 28th inst., at 4 a.m., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on the 28th October last.

The *Doric*, with the American Mail of the 3rd inst., left Yokohama on Monday, the 23rd inst., at daylight, and may be expected here on or about Tuesday, the 31st inst.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton	Hongkong	Monday, 30th, 7.30 A.M.
Singapore	Hongkong	Monday, 30th, 10.00 A.M.
Europe, &c. India via Tutuoria	Yarra	Monday, 30th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Manila	Hongkong	Monday, 30th, 1.15 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle	Iyo Maru	Monday, 30th, 3.00 P.M.
Manila	Sungkiang	Monday, 30th, 3.00 P.M.
Kobe and Yokohama	Hiroshima Maru	Monday, 30th, 3.00 P.M.
Canton	Fukien	Monday, 30th, 3.00 P.M.
Singapore, Penang and Calcutta	Laisang	Tuesday, 31st, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	China	Tuesday, 31st, 9.00 A.M.
(supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		
Swatow, Amoy and Foochow	Anping Maru	Wednesday, 1st Jan., 9.00 A.M.
Shanghai	Lysamoon	Thursday, 2 Jan., 9.00 A.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Kwanan Maru	Thursday, 2 Jan., 9.00 A.M.
Shanghai	Wooning	Thursday, 2 Jan., 9.00 A.M.
Manila	Zafiro	Friday, 3 Jan., 11.00 A.M.
Europe, &c. India via Tutuoria	Valetta	Saturday, 4th Jan., 8.00 A.M.
(Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents.)		
(supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		

TO-DAY.

Sale, Books, &c., Sales Rooms, Messrs. Hughes & Hough, 11 a.m.

Meeting, H.M.'s Justice of the Peace, Magistrate, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.—	Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2	
Bank Bills, at 30 days sight	1/10 1/2	
Bank Bills, at 4 months sight	1/10 1/2	
Credits, at 4 months sight	1/10 1/2	
Documentary Bills, 4 months sight	1/10 1/2	
ON PARIS.—	Bank Bills, on demand	2.37 1/2
Credits, at 4 months sight	2.37 1/2	
ON GERMANY.—	On demand	1.80 1/2
ON NEW YORK.—	Bank Bills, on demand	45 1/2
Credits, 60 days sight	46 1/2	
ON HONGKONG.—	Telegraphic Transfer	138 1/2
Bank, on demand	139	
ON CALCUTTA.—	Telegraphic Transfer	138 1/2
Bank, on demand	139	
ON SHANGHAI.—	Bank, at sight	73
Private, 30 days sight	73 1/2	
ON YOKOHAMA.—	On demand	9 1/2 p.m.
ON MANILA.—	On demand	2 1/2 p.m.
ON SINGAPORE.—	On demand	Par.
ON BATAVIA.—	On demand	112 1/2
ON HAIKONG.—	On demand	11 p.m.
ON SAIGON.—	On demand	11 p.m.
ON BANGKOK.—	On demand	60 1/2
SOVEREIGNS, Bank's Buying Rate	110 7/8	
Gold LEAF, 100 fine, per tael	55 1/2	
Silver, per oz.	25 1/2	

OPTUM.

Quotations are—Allow's not to 1 cent.

Maua New \$910 to \$920 per picul.

Maua Old \$921 to \$940

Maua Old \$950 to \$960

P. P. wrapped— to —

Perian fine quality \$650 to —

Perian extra fine— to —

Patus New \$922 1/2 to — per chest.

Patus Old \$840 to —

Bananas New \$915 to —

Bananas Old \$815 to —

VESSELS EXPECTED.

THE GERMAN MAIL.
The Imperial German Mail steamer *Prinz Heinrich*, carrying the German mails with dates from Berlin of the 25th ult., left Singapore on the 25th inst., at 6 a.m., and may be expected here on or about to-day, a.m.

THE FRENCH MAIL.
The M.M. steamer *Caledonia*, with the next French mail, left Saigon on the 28th inst., at 4 a.m., for this port.

THE INDIAN MAIL.
The steamer *Lightning*, from Calcutta, left Singapore for this port on the 23rd inst., p.m.

MERCHANT STEAMERS.
The N.Y.K. steamer *Kumano Maru* (Australia Line) left Nagasaki for this port on the 27th inst., and is expected to arrive here to-morrow.

The N.Y.K. steamer *Biyo Maru* (European Line) left Singapore for this port on the 27th inst., and is expected to arrive here on the 1st proximo.

The N.Y.K. steamer *Kogoshima Maru* (Bombay Line) left Kobe via Moji for this port on the 27th inst., and is expected to arrive here on the 2nd prox.

The P. & O. steamer *Shanghai* left Singapore for this port on the 24th inst., at 4 p.m.

The steamer *Leather Castle*, from New York, left Singapore on the 19th inst., for Hongkong via Manila.

The "Bon" line steamer *Bongatich*, from London and Straits, left Singapore on the 28th inst., for this port.

The E. & A. steamer *Australasia*, from Sydney, left Port Darwin on the 19th inst., for Timor and Manila and this port.

The N.P. steamer *Chenglo* has arrived at Yokohama and sailed for Hongkong on the 28th inst.

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & S'ha.	\$125	\$620.
China & Japan, ordy.	21	21.
Natl. Bank of China	21	nominal
A. Shares	23	\$27, buyers
B. Shares	23	\$27, buyers
Four: Shares	21	\$45, sellers
Hall's Asbestos E. A.	21	\$1.
Chungking, Alcock & Co.	119	\$21, buyers
China-Siam Co., Ltd.	115	\$38.
Power Co., Ltd.	120	\$20, nominal
China Prov. L. & M.	110	\$575, buyers
China Sugar	100	\$152, sellers
Cigar Companies—		
Philippine Tobacco	\$500	\$500, nominal
Truce Co., Ltd.	150	\$50.
Cotton Mills—		
International	Tls. 100	Tls. 42, sales
Latou & Co. Ltd.	Tls. 100	Tls. 30.
Sanyang	Tls. 100	Tls. 150.
Yaocheng	Tls. 100	Tls. 1.
Hongkong	\$100	\$11.
Dairy Farm	\$11	\$11.
Green Island Cement	\$25	\$53, sellers
H. & C. Bakery	\$50	\$50.
Songkong & U. Gas	\$10	\$140, buyers
Hongkong Electric	\$3	\$12, sellers
H. L. L. Tramways	\$100	\$230, buyers
St. Steam Water	\$7	\$8, buyers
Boat Co., Ltd.	\$50	\$123, sellers
Hongkong Hotel	\$20	\$195.
H. & S. Ward & G.	\$50	\$175, sellers
Hongkong Kops.	\$50	\$175.
H. & W. Dock	\$50	\$230.
Canton	\$50	\$125, sellers
China Fire	\$20	\$27 1/2, sales
China Trading	\$50	\$52, buyers
Hongkong Fire	\$50	\$52 1/2, buyers
North China	\$23	Tls. 180, buyers
Straits	\$20	nominal
Union	\$50	\$343, sales & sell.
Yangtze	\$50	\$120, sellers
Land and Building	\$100	\$195, sellers
Hongkong Land Inv.	\$10	\$14, sellers
Humphreys Estate	\$10	\$14, sellers
Kowloon Land & B.	\$50	\$65, sellers
West Point Building	\$100	\$22.
Luzon Sugar	\$50	\$45, sellers
Manila Invest. Co., Ltd.	\$50	\$45, sellers
Mining—		
Chungking	\$50	\$375, buyers
Japan	\$50	\$44, sellers
Queen's Mines, Ltd.	\$50	nominal
Quivers Mines, A.	\$50	nominal
Do, B.	\$50	nominal
Punjab	\$10	\$5, sellers
Do, Prefecture	\$10	\$5, sellers
New Amoy	\$50	\$10, buyers
Orion Hotel, Manila	\$50	\$50, buyers
Powell, Ltd.	\$50	\$50, sales
Robinson Piano Co., Ltd.	\$50	\$50, nominal
Steamship Coys.—		
China and Manila	\$50	\$60, sales
China Mutual Prof.	\$50	\$210.
China Ordinary	\$50	\$710.
Do	\$50	\$25.
Douglas Steamship	\$50	\$47, sellers
H. Canton and M.	\$50	\$36, buyers
Indo-China S. N.	\$50	\$140, ex div. sell.
Shell Transport and	\$50	\$21, ex div. 12d.
Trading (Canton)	\$50	\$21, ex div. 12d.
Star Ferry	\$50	\$10, sellers
Tehran Planting Co.	\$50	\$1.
United Asbestos	\$50	\$4, buyers
Do	\$50	\$15.
Universal Trading	\$50	\$20, buyers
Watkins, Ltd.	\$50	\$10.
Watson & Co., A. S.	\$50	\$10, sellers

VERNON & SMYTH, Brokers.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 27th DECEMBER, P.M.

CHINA COAST METEOROLOGICAL						
REGISTER, 27th DECEMBER, P.M.						
STATION.	Hour.	Barometer reduced to sea level and 32°. Fahr	Thermometer temperature.	Humidity.	Wind. Direction, Force.	Weather.
Vladivostok	4 p.					
Yokohama						
Kobe						
Nagasaki	"					
Kagoshima	"					
Yokohama	1 p.	30.16	55	6	—	—
Manila		30.00	55	5	N 2	—
Shanghai		30.08	55	5	N 2	—
Canton		30.07	55	5	N 2	—
Amoy		30.13	55	5	N 2	—
Swatow		30.35	59	5	N 2	—
Keelung	3 p.	30.21	51	55	NW 2	—
Keelung Peak		30.16	62	73	SE 3	—
Amoy		30.16	62	73	SE 3	—
Keelung		30.14	60	70	SE 3	—
Keelung Peak	4 p.	30.12	59	70	NE 4	—
Keelung Peak		29.70			SE 4	—
Keelung Peak		30.13	61		NNE 2	—
Keelung Peak						
Keelung Peak	1 p.	29.92	85	66		0
Keelung Peak	4 p.					0
Keelung Peak	3 p.					0
Keelung Peak		29.85	73		NE 4	0
Keelung Peak		29.90	84		N 2	0
S. James	"				NE 4	0